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A HISTORY,
ILLUSTRATED WITH PHOTOGRAPHS,
OF GREENWICH, CONNECTICUT,
FROM COLONIAL DAYS TO THE PRESENT
BY LYDIA HOLLAND
AND MARGARET LEAF

GREENWICH : THE GREENWICH PRESS : 1935

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GREENWICH

An Appreciation

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As lovely lanes as any in Devonshire, as beautiful chateaux as many in France, a seashore lined with villas like Italy—such is Greenwich on the Sound, crowning the undulating ridges of the foothills of the Catskills or the Berkshires.

Greenwich old and new—for nearly eighteen years I lived there until I became a part of it, and its magic penetrated my life. Its ancient history became dear to me—those three hundred years of picturesque and sturdy history; and as I discerned the hearts and hopes of its people its splendid future unrolled like a prophetic scroll.

Already to my mind it is the most beautiful suburb of New York City—only forty-five minutes by express from Broadway or an hour by auto, or perchance fifteen minutes by plane; and its coming years are assured as one of the choicest residential communities in America, with all the charm and amenities of a cultured people of delightful homes.

It is my happy fortune to look on Greenwich from a wide background for comparison. Many years I lived in Philadelphia, in Boston, and in Baltimore, which have their own beautiful suburbs as I know well. I do not forget some delightful spots in California, nor in the old world, at Oxford and London and in the environs of Paris, nor am I unmindful of picturesque dwelling places on the Riviera and some unforgettable spots in China and Japan. But Greenwich for simple unaffected charm and beauty holds its own, for those who know it well.

I love to think of it as an undiscovered country, known only to the privileged and discerning souls who love peace and beauty, and the atmosphere of radiant health and abiding friendships. I know some who have chosen Greenwich as their home for its pure air, uncontaminated by factory smoke; some have chosen

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it for its educational advantages for their children; some for its yacht clubs and its country clubs; but many others just for its sheer beauty and its congenial fellowship with choice friends.

Perhaps I am over enthusiastic concerning Greenwich. But like Browning's "Star," it has opened its heart to me, therefore I love it. As I write these lines of appreciation, I am sitting in my study near Columbia University and looking out over the beautiful gardens of Barnard College. Nearby I see Milbank Hall, the palatial dormitory for the college girls—the gift of a Greenwich lady. I hear the bell of the great Riverside church only two blocks away, reminding me of the golden bell of a dear old church in Greenwich. And often I look out on the lordly Hudson with its Palisades, as I used to look out over the wide stretches of Long Island Sound from my Parsonage windows. At present, I stay and work in New York, but my heart lives—and I know will always live—in the delightful memories of dear old Greenwich.

OLIVER HUCKEL

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F O R E W O R D

EARLY in the year The Greenwich Press gave earnest thought to the best way in which it could observe the twenty-fifth anniversary of its founding, and at the same time make a contribution on behalf of the Town of Greenwich to the celebration of the Tercentenary of the State of Connecticut. It was felt that no plan could be more appropriate than the publishing of the story of the development of Greenwich from its founding in 1640 to the present, illustrated with pictures showing Greenwich of the past as well as Greenwich of the present.

There have been admirable histories of Greenwich, going deeply into detail of the various phases of the Town's growth, and other books written entertainingly and illuminatingly of the Town's personalities over a long period. "Greenwich, Old and New" does not undertake to supplant any of these histories. It seeks only to tell a connected and running story, presenting as accurate a picture as possible of the life of the pioneer settlers; the serious and minor crises through which the Town passed; and to trace the steps which marked the transformation of Greenwich from a quiet, scat-

tered farming community to a bustling neighbor of a great metropolitan city.

To the sponsors, whose generous aid has made this book possible, The Press pays grateful acknowledgment.* Every effort has been put forth to make this a book of which they could be increasingly proud during the years to come.

The Press is deeply indebted to many persons for their aid in the making of the book. The authors acknowledge their indebtedness to Mrs. J. N. Anderson, Mr. and Mrs. William L. Dominick, Miss Belle Ferris, Clarence Ferris, Miss Mabel Hendrie, Mrs. Ira W. Henry, officers of the Historical Society of the Town of Greenwich, Mrs. Adeline Husted, Miss Isabelle Hurlbutt and the staff of the Greenwich Library, John Lockhart, Mr. and Mrs. Elmer Livingston Mac Rae, Miss Julia Mead, Oliver D. Mead, the Rev. Alden S. Mosshammer, and Harry L. Nado for valuable information and help.

The pictures of Greenwich as it was in days long gone by add much to the value of the book. The Press is especially indebted to Miss Lucy A. Mead for her kindness in loaning for use many plates from the fine collection of photographic plates made by her father, the late Isaac H. Mead. For other old views of Greenwich appearing in the book grateful thanks are extended

*The sponsors' names are printed in the back of this book.

to Mrs. Emma Newton, Ephraim Mead, Frank Seymour and Robert L. Wellstood.

Much of the information in this book was obtained from the original town records, from which liberal quotations have been made. It would be ungrateful, however, not to mention Daniel Merritt Mead's "History of the Town of Greenwich"; Spencer Mead's "Ye Historie of Greenwich," and Frederick A. Hubbard's "Other Days in Greenwich," all of which have provided much valuable information. The authors also found particularly valuable Sherwood's "Story of Stamford," Huntington's "History of Stamford," and Baird's "History of Rye."

In the designing of the book The Press has been most fortunate in having the suggestions and advice of men who are recognized as leaders among book makers. The Press is particularly grateful to Harry L. Gage and Paul A. Bennett of the Mergenthaler Linotype Company, and to Edmund B. Thompson of Hawthorn House, Windham, Conn., for their assistance in determining the physical appearance of the book and the design of its pages. Their aid throughout has been invaluable.

The Press also expresses its appreciation to the International Paper Company of New York, which supplied the paper used for both the text and picture sections.

THE EDITORS

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I. EARLY DAYS

THE STORY of the founding of Greenwich centers in the lives of a few very interesting people. How and why these pioneers came here explains the reason for the settlement of Greenwich. The kind of people they were determined the character of this community.

In 1640 Daniel Patrick and Robert Feaks came to Greenwich to buy land from the Indians. These two men came as official agents of the New Haven Colony but there were a number of Dutch and English pioneers with them. They landed on a point of land which stretched far out into the Sound and was called Monakawaye by the Indians. For the price of twenty-five English coats Patrick and Feaks bought the territory which now comprises Riverside and Old Greenwich. The purchase was signed on the eighteenth of July and the settlement was officially established.

There were at least two women in this company. One was the Dutch wife of Daniel Patrick and the other was Elizabeth Feaks, often referred to as "good Ma Feaks." In negotiating the purchase it was arranged that the neck of land called Monakawaye was "ye peticaler perchace of Elizabeth Feaks, ye sd Robt Feaks his wife." The settlers named this point, which is now known as Tod's Point, in Old Greenwich, Elizabeth Neck, and it may be assumed that the Feaks family at once set

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to work and built a rude shelter on their newly acquired land. Quite probably Captain Patrick also built a small log hut on this point near the Feaks home because the two families were closely allied. They had come here together from Massachusetts, with Patrick as the aggressive leader and Feaks the humble partner and willing follower.

While Daniel Patrick played an active and decisive part in the founding of the town his influence on its growth was in no way permanent because he died after living here only three years. He was an unscrupulous Irish adventurer with a bad temper, and was constantly quarreling with everyone, according to the records referring to his life in Boston. He had come to America from Holland in 1630 at the request of the leaders of the Massachusetts Bay Colony because his services as a soldier were needed. John Underhill, another soldier of fortune, and Daniel Patrick, were the first military commanders appointed in the colony. They were both great fighters and rendered real service to the early settlers of Boston by their ability to handle the Indian situation. They trained the farmers and organized the militia, but in spite of these valuable assets they were thorns in the sides of the rigidly moral Puritans.

In 1637 they were discharged from their posts. The reason is not recorded, although we do know that over a period of nine years, Captain Underhill was brought to trial several times for misconduct. On one occasion "he sat upon the stool of repentance, a white cap upon his head, and with many sighs and a rueful countenance and abundance of tears owned his wicked way of life." But there is no record of Captain Patrick ever having repented of his sins. He preferred to leave that straight-laced community in order to find a freer place to live.

Judging from the opinion of Governor John Winthrop, the people of Boston were glad to see him go. In his journal Winthrop wrote, "We made him a Captain and maintained him. After, he was admitted a member of the church at Watertown

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and a freeman. But he grew very proud and vicious; for although he had a wife of his own, a good Dutch woman, and comely, yet he despised her and followed after other women; and perceiving that he was discovered and that such evil courses would not be endured here, and being withal, of a vain and unsettled disposition, he went from us and sat down within 20 miles of the Dutch (at Greenwich)."

AGREEMENT WITH DUTCH

BEFORE coming to Greenwich, Daniel Patrick went to New Haven and as agent of that colony negotiated the purchase of Norwalk, although he did not stay there. It is quite probable that Captain Patrick decided to settle in Greenwich because it was near to the Dutch, who were more liberal in their opinions. At any rate it was due to him that Greenwich finally became allied to the Dutch rather than the English. But for two years it was an open question, and Greenwich as a border town was claimed by both nations.

On October 15, 1640, the following letter was sent from Fort Amsterdam to the settlers of Greenwich:

I, William Kieft, Director General of New Netherland, notify you, Captain Daniel Patrick, or whom it may concern, that this ground which you claim to take possession of, is within the jurisdiction of New Netherland, and belongs to their High Mightinesses; so that hereafter, you may not pretend any cause of ignorance. We order and warn you further not to attempt anything to the prejudice of their High Mightinesses, and in default thereof, we protest against all damages, losses and interests which may accrue therefrom. On the Island of Manhattan, in Fort Amsterdam, Oct. 15, 1640.

The Dutch had several reasons for claiming this land. In the summer of 1614, Adrien Block had sailed along the Sound and explored the inlets and rivers on the Connecticut coast. Dutch

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fur traders had built a fort at Hartford in 1633 and the New Netherlands claimed all land as far east as the Connecticut River. Then the English came but they did not stop at claiming this land. They settled on it.

In 1640 a group of English settlers from Wethersfield came to Stamford and established a Puritan community which was at first called "The Wethersfield Men's Plantation." There was never any question of Stamford being anything but English as far as its own citizens were concerned. Greenwich was next door to Stamford, but Daniel Patrick, the representative leader of the town, was not a Puritan, and his loyalty to England depended only on the benefits to be received from the mother country. There was trouble with the Indians all along the frontier and every settlement needed as much protection as possible. From the Greenwich point of view, better protection against the Indians was available at Fort Amsterdam. Since he was completely practical, Daniel Patrick recognized this and decided to make an alliance with the Dutch. Robert Feaks had little to say in the matter because he was ill, but Elizabeth Feaks acted for him and apparently gave her consent. Captain Patrick went to Fort Amsterdam and on the ninth of April, 1642, signed an agreement with the Dutch, "promising, for the future to be faithful to them, as all honest subjects are bound to be. Whereunto we bind ourselves by solemn oath and signature, provided we be protected against our enemies as much as possible and enjoy henceforth the same privileges that all patroons of New Netherlands have obtained agreeably to the freedoms."

The witnesses who signed the agreement were Everardus Bogardus and John Winkelman, two Dutchmen who lived in Greenwich. Daniel Patrick and Robert Feaks became patroons by this agreement and the town of Greenwich was officially a Dutch manor.

The signing of this agreement was one of the most important events in Greenwich history because it permanently influenced

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the character of this community. If Daniel Patrick had not signed this treaty, Greenwich probably would have become a typical New England Puritan town. Because it was half English, yet under Dutch jurisdiction, Greenwich was a more cosmopolitan settlement than the completely English Stamford. Because the Dutch were more liberal than the English, Greenwich attracted a more liberal type of settler than Stamford. This fundamental difference formed the basis of many quarrels between the two towns.

STORY OF ONE PIONEER

IN spite of the important part that Daniel Patrick played in the founding of Greenwich, it was men like Jeffrey Ferris and Angell Husted who actually made this settlement. They were the men who remained permanently, and raised large families which continued to live here for generations, forming the background of the town. So, to use Jeffrey Ferris as an example we must go back a few years to the settlement of Watertown just outside of Boston.

Along with a great number of restless, energetic Englishmen who left their homes for various reasons, Jeffrey Ferris came to America in 1634. Born in Leicestershire, England, in 1610, he was twenty-four when he came to Watertown. Over six feet tall, with blue eyes and red hair, he was a typical middle class Englishman, God-fearing, respectable, industrious and as later events proved, a good business man. He was enough of a Puritan to be eligible as a citizen of Watertown, for his name was registered as a freeman of Boston in 1635. At that time church membership was the essential requirement for citizenship. This entitled him to be called Goodman Ferris.

From a number of small clues, it may be assumed that Jeffrey Ferris was not a rigid Puritan. He may have come to America for freedom of worship, but undoubtedly there were other more practical reasons as well. Goodman Ferris wanted land of

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his own, but he also wanted the rights of a free landowner. There was plenty of land around Boston, but little freedom. Not to repeat the well known story of how the citizens of Newtown, Watertown and Dorchester separated from Boston and migrated to Connecticut, enough of this history must be told to explain how and why Jeffrey Ferris finally came to Greenwich.

At this time Boston was controlled by a few rigid Puritans who had organized a theocratic and completely undemocratic form of government. The citizens of the three settlements around Boston were not allowed to govern themselves independently, nor were they even fairly represented in Boston although they were subject to taxation. The rules and regulations regarding personal conduct were unbelievably strict. It was not only irregular characters like John Underhill and Daniel Patrick who were punished for minor crimes. Many very respectable law abiding citizens were fined or put in the stocks for trivial offenses.

Men like Jeffrey Ferris who had broken home ties and sailed across the ocean to a wilderness for the sake of freedom were not likely to submit to such a situation. At the same time glowing statements were coming to Boston concerning the fertile meadows and rich valley land along the Connecticut River. A separation from Boston and migration to Connecticut was inevitable, and in the company of a number of families from Watertown, Jeffrey Ferris went to Wethersfield. There Goodman Ferris acquired four acres of land and built a house. Evidently he planned to stay and settle down but within four years he was moving again.

So far Jeffrey Ferris had made two moves toward freedom, but from the point of view of freedom Wethersfield proved a disappointment. Worse than that, there was no peace because of several strong minded ministers who were all trying to rule the small settlement at once. There were infinite quarrels and disputes over religion, politics, and the distribution of land.

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Because of these unsatisfactory conditions in Wethersfield, Jeffrey Ferris came to Greenwich. Land, always land, was what he wanted more than anything, so this time, quite on his own, he negotiated a purchase with the Indians here.

July 18, 1640, is the commonly accepted date for the founding of Greenwich because the Indian deed was signed on that day. Although historians are literally quite accurate when they assert that the settlement was established after the purchase, there are, nevertheless, a number of reasons for assuming that a few pioneers came here before July, 1640.

As an addition to the purchase of Daniel Patrick and Robert Feaks, it is noted that "Keofram hath sould all his Right in ye above sd necks unto Jeffre Ferris." This notation suggests that Goodman Ferris was here transacting a deal with the Indian Chief Keofferam before the coming of Daniel Patrick and Robert Feaks. When signing his mark, Sachem Keofferam made the picture of a block house with a projection or look-out box. In front and behind the house he drew lines which may have been an indication of plowed ground.

Indian signatures were really picture writing, and the marks usually depicted something significant in relation to the document which was signed. Such being the case, it is quite likely that there actually was a block house on this land bought by Jeffrey Ferris, and of course this house was his home. If so, it must have been built before July, 1640.

If we assume that Jeffrey Ferris was one of the first land-owners, it is possible to go a step further and attribute the naming of Greenwich to this particular founder, who was born in Leicestershire, England. About 1590 in England, there was an adventurer named Richard Ferris who served as messenger in ordinary at the court of Queen Elizabeth. At that time the Earl of Leicester was the Queen's favorite, so it is more than likely that this member of the Ferris family from Leicestershire received an appointment through his influence.

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The favorite summer residence of Queen Elizabeth was at Greenwich where her yacht lay alongside the wharf in front of the palace. As a member of the court, Richard Ferris must have visited there frequently. In this way Jeffrey Ferris, as a son or nephew, might have become very fond of the village of Greenwich and when he came to New England he followed the custom of other emigrants by naming the town after that place in England to which he was most attached.

Jeffrey Ferris was married three times. His second wife was Susannah Lockwood, widow of Robert Lockwood, so from the very beginning of Greenwich history these two families were united. It is said that 10,000 of their descendants can be traced and many of them still live in Greenwich today.

Angell Husted is another founder of Greenwich whose family still lives here. Robert Husted, his father, owned land in both Stamford and Greenwich and was a witness to the purchase of Patrick and Feaks. Angell Husted was a special witness to the purchase made by Jeffrey Ferris, and it is claimed by the Husted family that he was here as early as 1638.

It would be impossible to name all the families who came to Greenwich over the period of the next twenty or thirty years but it is interesting to notice that a majority of them came here by the way of Watertown and Wethersfield just as Goodman Ferris did. Some of these families settled for a time in Fairfield where Jeffrey Ferris also lived for a few years because, as a loyal Englishman, he resented the Dutch jurisdiction which Daniel Patrick had forced upon Greenwich.

THE INDIANS

UNDOUBTEDLY the dangerous situation due to the Indians was another reason why Jeffrey Ferris left Greenwich for several years. Almost at once the Indians became the most difficult problem with which the first settlers had to contend. There were numerous raids as well as individual attacks on helpless

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families. Cornelius Labden, a Dutch farmer living near Stamford, was one of the victims. According to the legend of Laddin's Rock, a band of Indians attacked the Dutchman's home and killed his wife and sixteen-year-old daughter, while Labden managed to escape by jumping on his horse and riding toward the steep precipice now called Laddin's Rock. The Indians pursued him, so preferring a quick death to slow torture, Labden plunged over the rock, crying "come on ye foul fiends, I go to join your victims."

At this time Captain John Underhill came from Boston to Stamford and was appointed military commander of the town. He was granted land and a pension, and a house was built for him which could also serve as a shelter for the citizens of Stamford in case of attack. Captain Patrick and John Underhill, old friends from the days in Watertown, once again united their efforts against the Indians.

A village of the Siwanoy tribe was situated above the Westchester Path (Post Road), near what is now Cos Cob. It was called Petuquapaen and the chief was Mayn Mayano or Myanos. The village consisted of a number of rows of wigwams and bark huts sheltered by an overhanging cliff. The level land to the east, later named Strickland Plains, was a cleared field where the Indians grew corn and fertilized the ground with fish from the nearby Mianus River, named for their chief. This village, situated so close to Greenwich, was a constant source of danger to the new settlement. Mayn Mayano was a fearless warlike chieftain who attempted to win a glorious name among his people by daring attacks on the hated white men.

One day he attacked Captain Patrick and two Dutchmen near Stamford. Mayano tomahawked and killed the two Dutchmen before Captain Patrick finally succeeded in shooting him. By this time the Indians of the whole region were on the war path. Quite naturally they rebelled against the white men who were settling on their land and spoiling their hunting ground.

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Fur traders were also a strong cause of resentment because after making the Indians drunk with rum they tricked them into selling their furs for little or nothing. The Indians avenged their wrongs by killing, and in turn the Dutch at New Amsterdam avenged these "murders" by massacring a whole village. The Indians now collected in large groups and attacked Dutch settlements on Long Island, Manhattan and along the Connecticut coast.

In a world of grim reality, of hard work, and of a continuous struggle against the wilderness, there was no place for sentiment or pity. The Indian problem soon resolved itself into the drastic decision whether to "destroy or be destroyed." There could be no compromise. The Dutch at New Amsterdam took the matter in hand. Captain John Underhill volunteered his services to the Dutch and was requested to obtain information concerning the Indians in this vicinity. It was discovered that about five hundred warriors had collected at Petuquapaen. About 130 Dutch and English soldiers were assembled under the command of Captain Underhill and Ensign Hendrick Van Dyck. They landed at Stamford one night in February, 1644, but a heavy snow storm obliged them to remain nearly all night in the settlement. The weather improved towards morning so they set forward, struggling through the heavy snow until about eight in the evening, when they came within a mile of the Indian village. It was too early to make an attack so they halted for the men to rest. At ten o'clock they resumed their march and moved forward easily for the sky was clear and a full moon shone on the white snow, making it almost as bright as day.

The soldiers advanced rapidly for the Indians were on the alert, but before they could surround the village a shower of arrows fell around their shoulders. "Fire as you can and charge," shouted Captain Underhill. A heavy fire of musketry was opened by the white men and after a furious conflict of an hour the Indians retreated to their wigwams but continued to shoot

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with bow and arrow from every available loop-hole. Captain Underhill ordered his men to tear off dead branches from the trees, to set them on fire and throw them on the bark huts. It took but a few minutes before the village burst into flames and warriors, women and children were burned to death. It is said that not a cry or scream was heard.

About five hundred Indians perished, while only about fifteen white men were wounded. The soldiers kindled large fires because it was very cold and encamped for the rest of the night on the field of battle. The next morning they set out on their return and "The Lord enduing the wounded with extraordinary strength", they reached Stamford about noon.

A few days later public thanksgiving was celebrated at New Amsterdam.

Daniel Patrick did not live to take part in this dramatic battle which ended all further serious danger from the Indians. His death a few months earlier, in 1643, was quite characteristic. One Sunday afternoon at the home of John Underhill in Stamford, Captain Patrick became involved in a quarrel with a Dutchman from New Amsterdam. Patrick took some abuse silently, then spat in the Dutchman's face, and turning his back he walked away. The Dutchman drew a pistol and shot him through the head. In his journal Governor Winthrop remarked, "It is observable that he was killed upon the Lord's Day in the time of afternoon exercise."

ROBERT FEAKS

It is said that the death of Daniel Patrick caused Robert Feaks to lose his reason, "for from the night he heard the news of this partner's death, he was never again the same man." Feaks had been mentally ill at intervals for some time so his wife Elizabeth was forced to assume most of the responsibility of their affairs. In 1647 it became necessary for the unfortunate husband to go to England "till he saw how God would deal

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with him” as he himself expressed it in a letter to a friend. Before leaving Greenwich Feaks appointed Captain William Hallet manager of his estate, and intrusted his wife and children to this man’s care. Hallet, who became military commander of the town after Captain Patrick’s death, was an intimate friend of the family and as official guardian after Feaks’ departure, he became a permanent member of the household.

Robert Feaks never saw his family again although he did return to America. He finally became completely insane and found refuge in the house of Samuel Thatcher at Watertown where he died in 1662. After Feaks left for England Elizabeth Feaks and her children continued to live in Greenwich with William Hallet as their protector, and as might be expected such an unconventional household was looked upon with disapproval. More than that, it was used as an excuse to claim this valuable land. Both the Dutch at New Amsterdam and the English at Stamford attempted to confiscate the Feaks property. They pursued the unfortunate Elizabeth Feaks and her “paramour” until they were forced to leave Greenwich. Then they were formally banished in 1649. Meanwhile Elizabeth Feaks had sold parcels of her land to settlers coming to Greenwich. These sales were declared illegal by the citizens of Stamford and a serious quarrel was the result.

Elizabeth Feaks was the niece of Governor Winthrop of Massachusetts. She had first married Henry Winthrop, the Governor’s son, who was drowned shortly after he came to America. Later she married Robert Feaks, but from the Winthrop family she received loyal support in her troubles. Upon her exile from Greenwich she went to New London and sought help from her cousin, John Winthrop, Jr., who wrote several letters on her behalf to Governor Stuyvesant at New Amsterdam. In spite of these efforts the Feaks family and William Hallet were not allowed to return to Greenwich to live on their land. In-

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stead they moved to Long Island and became the founders of Flushing.

But the Feaks property in Greenwich continued to be a source of contention. In desperation some inhabitants of Greenwich appealed to Governor Stuyvesant in a letter which included some statements that demonstrate the attitude toward Stamford. "Our neyghbors of Stamford hath allways desired and endeavored to depopulate this plase of Greenwich and to leave it without inhabitants so that the prophit may redowne to themselves." After explaining the claim on the Feaks property the Greenwich settlers again repeated that "it is Greenwich which they thirst for."

Governor Stuyvesant could do nothing to help Greenwich, however, because in the following year, 1650, the Dutch gave up their claims in Connecticut to the New Haven Colony. The boundary line between Dutch and English territory was to "begin at the west side of Greenwidge Bay, and soe to runne a northerly lyne twenty miles up into country, and after as it shall be agreed by the two governments of the Duch and Newhaven provided the said lyne com not within 10 miles of Hudson's River and it is agreed that the Duch shall not at any time hereafter build any house or habitacon within six miles of said lyne, the inhabitants of Greenwidge to remayne till further consideration under the government of the Duch."

STAMFORD RULE

A FEW years later Greenwich was definitely claimed by the New Haven Colony and was considered a part of the town of Stamford. But some of the Greenwich settlers thought differently. They had not been consulted in regard to the boundary line, and so, not considering themselves as part of the New Haven Colony, they continued to live according to their own customs and laws, and disregarded the laws of Connecticut. Stamford objected violently to this state of affairs, and in 1655

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at the May session of the General Court of New Haven the neighboring town issued a formal complaint against Greenwich.

The indignant Stamford deputies complained that Greenwich cattle were being pastured on the Stamford commons, that the people themselves lived in a disorderly and riotous manner, sold intoxicating liquors to the Indians, received and harbored servants who fled from their masters, and, worst of all, Greenwich was a veritable Gretna Green where persons were unlawfully joined in marriage.

There is proof that the accusation against Greenwich as a Gretna Green was justified. In the records of New Amsterdam there is a decree which proclaims that Johannes Von Beecq, a free merchant of New Amsterdam, and Maria Verleth were "married by an unauthorized countryman named Goodman Crab, living at Greenwich, against the laudable laws and customs of the United Netherlands. This marriage was declared unlawful and void."

Richard Crab appears to have been the leader of Greenwich at this time. Somehow he had acquired Daniel Patrick's land and he was military commander after the departure of William Hallet. At any rate he led the rebellion against the New Haven jurisdiction. The General Court sent letters to the settlers in Greenwich demanding that they submit to its authority. Greenwich returned a spirited answer "declaring that New Haven had no right to such a claim and that they would never submit to its authority unless compelled to do so by Parliament."

Peremptory letters passed back and forth with Greenwich holding out for independence. The court then directed two Stamford deputies to go over to Greenwich and demand "the number of their males from sixteen to sixty years of age, to be delivered with the other males of the jurisdiction to the commissioners the next year at Plymouth." At the same time the court passed a resolution that if the men of Greenwich failed to attend the meeting on June 25 at New Haven, "Richard

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Crab and some others of the more stubborn and disorderly ones were to be seized and sent to New Haven to answer for their contempt of authority." Not one of the men from Greenwich appeared at this court as demanded, but in the next year they finally agreed to submit to the New Haven jurisdiction. This agreement was signed by twelve representative citizens. For the next nine years Greenwich belonged to Stamford, and had no government of its own at all. The community lost much of its individuality and men were referred to as coming from "about Stamford or Greenwich."

The citizens of Stamford kept a rigid eye on Greenwich, trying to maintain discipline and control any rebellious spirits who did not conform to all church regulations. A few Quakers who lived in Greenwich were persecuted relentlessly and anyone who harbored any members of "this cursed sect of heretics" was equally liable for prosecution.

In 1658 Richard Crabb and his wife were brought before the court at New Haven and charged with interfering with the arrest of Thomas Marshall. It seems that a group of Stamford men had gone to Goodman Crab's house to search for Quaker books and to arrest the Quaker Thomas Marshall. Goodwife Crab protested, and entering another room closed the door against the officials. Obligated to break open the door in order to assert their authority, the officials were confronted by Goodwife Crab, who let forth a torrent of abuse. "Is this your fasting and praying?" she screamed. "Do ye thus rob us and break into our houses? How can Stamford men expect the blessing of God? Will He bear with your mean hypocrisy? You have taken away our lands without right. You have basely wronged us and let me tell you what I see without the help of your hireling priests, the vengeance of God Almighty will burst upon you."

The angry lady prophesied disaster and destruction until Goodman Francis Bell, a prominent Stamford citizen, stepped forward to calm her. But, turning on him, Mrs. Crab shouted,

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"Thou arch traitor and hypocrite, thou villainous liar, God's wrath is on you and shall burn hotter and hotter on your Godless children. Out on you, poor priest-ridden fool." John Waterbury, the town marshall, was the next one attacked and accused of "selling himself to do the dirty work of the God-forsaken government of New Haven." Finally she ended by saying "Never, never shall I or mine trouble your Stamford meeting more. I shall die first." Goodwife Crab refused to appear before the court but Richard Crab was forced to appear and apologize for his wife, and explain that she was really a virtuous woman, but that "when she is suddenly surprised, she hath not power to restrain her passion."

Goodman Crab was sentenced to pay a fine of thirty pounds, give security of a hundred pounds for future good behavior and publicly acknowledge his errors at Stamford to the satisfaction of those who had been abused.

From this time on Greenwich became much more respectable and the population increased considerably. Jeffrey Ferris returned from Fairfield with a number of new settlers. Other new inhabitants came from Wethersfield, and a number of Stamford citizens acquired land in Greenwich. As in the case of the Mead family, the sons of the founders of Stamford came to Greenwich where there was more available land.

All of these men were God-fearing, hard working farmers. They hewed down the trees of the forest and built their own homes. They cultivated their own land with their own hands and raised cattle, sheep and pigs. They were completely self-supporting because every necessity was home grown and home-made. All of this made them strong-minded, strong-willed and uncompromising. Religion was the pivot of their lives. Quite naturally they wanted their own church and their own government. The two went together, for the Bible was their law.

Although the inhabitants of Greenwich were more in sympathy with Stamford than in the earlier years, nevertheless they

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wanted their independence. In 1665 the colonies of Connecticut and New Haven were united under one government called Connecticut. At a session of the General Court at Hartford on May 11, 1665, Greenwich was granted a patent. This patent stated that "upon ye motion and desire of ye people of Greenwich, this court doth declare that Greenwich shall be a township entire of itself, provided they procure and maintain an orthodox minister, and in the meantime and until that be effected, they are to attend ye ministry at Stamford and to contribute proportionately with Stamford to ye maintenance of the ministry there."

ZIG-ZAG BOUNDARY EXPLAINED

DESPITE the action of the General Court in granting Greenwich a patent the boundary line dispute between Connecticut and New York was not finally settled for some time.

In 1664 England took possession of the New Netherlands and Charles II gave to his brother, the Duke of York, the new colony, which extended eastward to the Connecticut River. Two years earlier Connecticut had been granted land running as far west as the Pacific Ocean. So within a period of two years the King of England had managed to give nearly all of New York to Connecticut and most of Connecticut to New York.

Commissioners from the two colonies met to settle the boundary and they verbally agreed to set the New York limit at a line running parallel to the Hudson River at a distance of twenty miles east of the river.

A few weeks later the Connecticut commissioners persuaded Richard Nichols, the Duke of York's representative, to sign an agreement whereby the boundary line ran from the Mamaroneck creek in a north, northwest direction to the line of Massachusetts. Later New York woke up to the fact that Mamaroneck was really ten miles from the Hudson River instead of twenty and that a line running north, north west from Mamaroneck

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roneck crossed the Hudson near West Point instead of running up to Massachusetts. Thus Connecticut was cutting off a large part of New York territory.

In 1683 Governor Dongan notified Connecticut that he was not satisfied with the agreement so a new boundary line was created. It soon became evident that a line running twenty miles east of the Hudson River would deprive Connecticut of several towns which were well established, such as Greenwich. So it became necessary to vary the line so that these towns should remain in Connecticut.

This explains the zig-zag boundary line at the southern end of the state. As an offset for the territory thus given to Connecticut an "equivalent tract" was taken from Connecticut. This tract, called the "oblong," was about two miles wide running from Ridgefield up to Massachusetts, bringing the New York line further east.

By this agreement of 1683 the boundary line began at the mouth of Byram River, following that stream to a certain wading place where the common road crossed the river at a rock known as "The great stone at the Wading Place." From that stone the line was to run northwest until it reached a point eight miles from the Sound, then the line ran eastward for twelve miles parallel to the Sound.

In order to keep Ridgefield in Connecticut the line could not run straight northward, so it was agreed to make an angle and the line ran northwest for eight miles to Ridgefield and then straight up to Massachusetts, including the "equivalent tract."

The next year a survey of the line was begun but the surveyors only got as far as the end of the line running parallel to the Sound. At the east end they marked a tree "C. R." and this tree was known as the Duke's tree. The west end of the line north of Greenwich was marked by three white oaks also called the Duke's trees.

The rest of the boundary line was only indicated and the

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entire question remained open because Connecticut periodically re-claimed Rye and Bedford. Finally in 1731 a complete survey was accomplished with marks set all along the line. The three white oaks continued to mark the corner north of Greenwich.

CHURCH AND GOVERNMENT

THE first and most important business of the new town of Greenwich was to get a minister of its own, so that the settlers here would not have to depend on the Stamford church. In 1669 the Reverend Eliphalet Jones became the first minister of the Congregational Society of Greenwich although there was no church or parsonage. Services were first held in the houses of the settlers, and then in the school house built in 1667, which was also a general meeting place. Finally in 1670 a means of support for a church and a settled minister was obtained through William Grimes, who died that year. In his will this William Grimes bequeathed all his land to be used for the public good. He named Joseph Mead, John Reynolds and Eliphalet Jones as trustees of this estate, and they decided it should be used "for the support of a minister or if the town should be without a minister for the support of one who would teach the children to read." The Grimes land, consisting of over 30 acres of what is now Shorelands in Old Greenwich, thus became a part of the town and the church. Money for the church was obtained by renting out this land until 1906, when it was sold for \$50,000.

In 1670 the first crude church was built on this land and "stood a little distance from the cove. It was made of rough logs with scant light from the door and slits in the low walls. The roof was thatched with reeds from the nearby salt-marsh meadows. There was no chimney, and the seats were of solid unadorned wood. The worshippers always came to service armed, and a guard stood in front of the meeting-house to give warning in case the Indians approached."

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The Reverend Eliphalet Jones only stayed here a short time, so it was not until 1678 that Jeremiah Peck came here as the first settled minister. The town meanwhile had erected a parsonage and Mr. Peck was given the choice of a salary of fifty pounds with firewood or sixty pounds without firewood. Mr. Peck decided to chop his own wood and accept the extra ten pounds.

In Greenwich, as in all Puritan settlements, the church formed the foundation of the town government, for the leaders of the church were the leaders of the town. A man's status in the church determined his position in the community. Church membership was a requirement of citizenship and the regulations were very strict. A newcomer was not admitted to the town unless he could produce proper credentials from the minister and magistrates of the place he came from, testifying to his "orderly life and conversation. The minister had the libertie of vout in order to ye receiving in of any inhabitant." Thus we find the minister one of the most influential personages of the town although the townsmen or selectmen were the official leaders.

In 1665 the town government was set up after the traditional New England system. The powers of the selectmen varied yearly, but the control of all expenditures for church, town and school were in their hands. Of course this power was under the control of the people of the town because every freeman had the right to attend the town meetings and vote on all actions taken.

The town records were laboriously kept after the first meeting in 1665, and some of them are still in existence. The business attended to at these meetings reveals many interesting aspects of town life. There were numerous officials whose very titles sound amusingly quaint to modern ears, such as fence viewers, cowkeepers, sheepmasters, chimney viewers, leather sealers, horse branders and impounders. All of these officials were elected yearly at the town meetings and their work was

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essential for the welfare of the community. For example the position of fence viewer was an important post because this was a farming community. Cultivated lands had to be protected from the trampling feet of straying animals, and it was the duty of the fence viewers to see that the farmers kept their fences in good condition. At a town meeting in 1666 it was "ordered that all fences respecting hom lots or anie corn field shall bee made sufficient to preserve mens crops. Also hee or they that shall necklect mending or making up of his fence alonger time than twenty fower owers after they have warning from vewers, they or hee shall pay twelve pence for each rod."

Officials called impounders or pounders collected the fines and damages to be paid for animals which had done any harm. The animals were returned to the rightful owners who were easily found because of "eare marks" branded on all cattle, sheep and horses. In addition to branding, the "town brander" kept a record of the names of owners, the natural marks of horses as well as the "eare marks." Thus we find on "November the 23 Anno Domini 1698, David Meads eare mark is recorded which is a halfe peny on the fore side of the right eare and a nick under it next to the head on the fore side of the same eare."

Since individual farmers had little time to watch their animals, a common herder daily led the cattle to a common pasture. There was even a common bull, for in 1689 it is recorded that "At a Towne meeting where as ye Towne have taken care to provide them Selves with a bull for ye towns use: Francis Thorne presenting himself to winter ye bull upon the following condition which is as followeth, ye said Thorne is hereby engaged to take Care of ye said bull in ye winter time and for sd thorns Recompence of sd charge ye towne hath hereby given ye sd bull to sd thorne." There was a sheep-master or shepherd to care for the sheep. This was an especially responsible position because there was constant danger from wolves. At the town meeting on February 10, 1695 there was a discussion about the

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killing of "woolfses" and it was voted that any inhabitant who killed a wolf should be paid eight shillings as a reward.

Almost everyone shared in common work, whether for roads, bridges, mills, fences, or the church. There was a tremendous amount of work to be done and comparatively few workers. Thus large families became a necessity, for even very small children could share in the less laborious work on the farms. At the same time, as families increased, there came the desire for more land. Sons growing up and marrying wanted land of their own, so the community gradually spread westward across the Mianus River.



II. HORSENECK

PASTURE LAND was more and more in demand as the animal stock increased, so in 1669 a group of men were chosen to investigate the land which belonged to a tribe of Indians known as the Miosehassekys. This land, which is now Greenwich proper, was found very desirable. There was a point of land which had been cleared by the Indians and was especially suitable as a pasture for horses. It was surrounded by water on three sides and the narrow neck of land near the mainland could be fenced off. This point was called Horse Neck Field Point so the new settlement, established in 1670, was named Horseneck.

Official title to the property was not obtained from the Indians until 1686, but meanwhile the land was laid out in home lots. These lots were divided and granted to certain Greenwich settlers who were styled "the 27 Proprietors of 1672." A number of the children of these "proprietors" settled at Horseneck and among the proprietors themselves who moved westward we find Angell Husted, one of the original founders of the old town. He acquired land where Maple Avenue now joins Putnam Avenue and his farm of many acres extended northward into the country.

It is interesting to note that many of the town's families of the present day are descended from the twenty-seven men who

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crossed the Mianus River 263 years ago in search of land. The names of the "proprietors" were as follows: Joseph Mead, William Hubbert, William Ratleff, Ephraim Palmer, Stephen Sherwood, Joseph Ferris, Jonathan Lockwood, John Renalds, Angell Husted, James Ferris, John Mead, Jonathan Renalds, John Asten, John Hobbe, William Rundle, Samuel Jankens, Walter Butler, Joseph Finch, Thomas Close, John Palmer, Daniel Smith, Joshua Knapp, John Bowers, Jeremiah Peck, Samuel Peck, Gershom Lockwood, John Marshall.

The settlement at Horseneck grew larger and more prosperous, so in 1703 it was decided that town meetings should be held one half of the time at Horseneck and the other half at Greenwich. In regard to church matters, it soon became evident that one minister could not take care of both towns. In 1696 services were held every third Sunday in Horseneck and the following year the Reverend Joseph Morgan preached half of the time in each town. Neither town was satisfied with this arrangement and a great dispute was the result. Poor Mr. Morgan, who was the center of the quarrel, finally chose to resign rather than bring about a hopeless division.

Friction between the old and new towns became so acute that an appeal was made to the General Court at Hartford. In the court meeting of October, 1703, it was "recommended to the inhabitants of said Greenwich, that they would indeavor an amicable agreement amongst themselves, but fearing that may not be attained, this court doe appoint the worshipfull Nathan Gold, Mr. Peter Burr, and Mr. John Wakeman, a committee to repair to sd Towne of Greenwich and there to indeavour a reconcilement of such differences as are amongst them, and that the priveldges of the old Towne shall remain as formerly until further order."

Apparently no compromise could be arranged, so in 1705 the town was divided into two separate ecclesiastical societies, and an agreement was confirmed by the Colonial legislature. Mr.

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Morgan, who had sympathized with the Horseneck Society during the dispute, was established as the first minister of the new Second Congregational Society. The first church building was erected on the same site upon which the present church building stands and "A four acre lot was laid out between Samuel Heusted home lott and ye meeting house" where a parsonage was built for the use of the minister.

The Reverend Mr. Morgan had a wife and ten children to support and the annual salary of sixty pounds was hardly enough for the care of such a large family. Accordingly Mr. Morgan was granted permission to build a tide mill on Strickland Brook at Cos Cob and "grind for ye inhabitants what grain they bring to mill on Tuesdays and Fridays, and not to hinder them for strangers." "One 12 part of all grain" was the amount granted as toll. Apparently the pastor spent more time running his mill than looking after his parishioners. There was a general protest in 1708 and after much debating Mr. Morgan ended by giving up his church work in order to run the mill.

There were a number of others mills for the use of the towns. The first mill in the old town was at the Mianus River. The "Parson's" grist mill was at Cos Cob, and in Horseneck we know of two mills, one at Brothers Brook near Indian Harbor and the other at the mouth of Horseneck Brook. Near the mouth of the Byram River there was a saw mill, so the settlement there was known as Sawpits until the village finally acquired the more dignified name of Port Chester.

All of these mills were of vital importance to settlements which depended on corn and wheat for their main food supply. The mills were centers of town life, and the miller was an important member of the community. Often he was granted special privileges and his land was usually desirable property because the mill had to be easily accessible to as many inhabitants as possible.

Transportation was always a difficult problem because the

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roads were so bad. At town meetings the question of highways was often under discussion. Every citizen had to share in the work of road building and keeping the highways from being "incumbered with dirty slowes, bushes, trees and stones." At first there were no public highways, but just "country roads" leading from one town to another. These roads were little more than paths following the original Indian trails. In 1673 the first post rider carried mail on horseback from New York to Boston. It took him two weeks to get to Boston and the round trip was finally successfully accomplished in a month.

By 1700 there was a through road from New York to Boston which was known as "The Country Road" or the "King's Highway." George Washington travelled on this road through Greenwich in 1790 and found it "hilly and immensely stoney and trying to wheels and carriages." It must have been even more "trying" in the earlier part of the century. As this public highway, the present Post Road, came more into use, farmers along the road hung out sign posts and called their farm houses taverns. The Connecticut laws were very strict in regard to the keeping of public houses. For instance, "no inn-keeper was allowed to sell more than half a pint of wine at one time to be drunk or to permit any guest to continue tippling above half an hour, or after nine o'clock at night."

The first license for a tavern was granted to Ebenezer Mead in December, 1696, appointing him "to keep an ordinary or a house of publige enertainment." Mead Tavern stood for nearly two hundred years on the Post Road opposite the head of Greenwich Avenue. One night when a dance was being held in the Tavern, a group of Puritans broke open the door and drove out all the "merrymakers," who, jumping out of the windows, scattered in every direction to escape the clubs of the Puritan besiegers.

There were a number of taverns along the Post Road and one of the most interesting was Knapp Tavern built in 1731. Israel

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Knapp was granted a license to keep a public house and retail strong drink in Greenwich. Knapp Tavern is now known as Putnam Cottage and is the headquarters of the Daughters of the American Revolution.

EARLY SOCIAL LIFE

WHILE the taverns were one of the centers for social life of the town, the church was the real central meeting place for everyone. On Sundays, between long morning services and equally long afternoon services, there was a period of rest when social intercourse was possible. The latest news and gossip was talked over although in a very discreet manner with no laughing, for that would be unseemly on the Sabbath. It was all very respectable and genteel and social distinctions were well defined. The seating in church was arranged with great care and according to each family's position in the town.

One of the earliest leaders of society in Greenwich was Lady Anne Millington. According to family tradition, Lady Anne ran away from her home in England to marry a dashing young officer of whom her family disapproved. She came to America to find him but he seems to have disappeared so the Lady Anne came to Greenwich, Old Towne, and taught school for several years. Later she married Gershom Lockwood, one of the prominent men of the town. When Lady Anne's family in England heard that she had settled down and married a respectable man, they were so pleased that they sent her a carved oak chest filled with silver, silk dresses and a half a bushel of guineas.

Greenwich was very proud of having a "Lady" as a citizen, and it is said that seating in church was arranged according to relationship to Lady Anne.

By the middle of the eighteenth century, pride in the family had become a deep rooted characteristic of the inhabitants of Greenwich. The children, the grandchildren, and great-grandchildren of the founders of the town had married and inter-

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married until such names as Mead, Ferris, Lockwood, Reynolds and many others, were really names of tribes or clans. It was a landed aristocracy. The men were all farmers, of simple taste and simple ideas, but there was nothing democratic about them. Newcomers were regarded with suspicion and every inch of land was held with grim tenacity.

Land, always land, was the foundation of family wealth and prosperity. The most important business of the town meetings was the settling of claims to land and the distribution of new tracts of land back in the country. Since the officials of the town were mostly prominent landowners, the new tracts were kept in the family so to speak. Round Hill and Stanwich were new, growing settlements but the old names appear just as consistently as in the original town records.

EARLY TOWN MEETINGS

It is through the records of the town meetings that we really catch the spirit of Greenwich as it used to be, for almost every action of the government was in relation to farming. At the same time one is always conscious of the great family unity in the town with honorable positions passing from fathers to sons down the line. Except for slight variations, such as plans for a new mill, a new church or another dock, the records are the same year after year, with the appointing of officials as the most prominent item.

The record of a meeting in 1740 when Greenwich was one hundred years old might be considered a representative section, and it is interesting to notice how many of the names recorded are still familiar in the town after almost two hundred years more of town life.

December ye 23 day 1740.

At a town meeting held in Greenwich Leagaly warned, ye Town per vote make choice of Capt. Jeams Reynolds to be moderator for ye year insuing, further

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ye Town per vote make choice of John Knap to be Town Clark for ye year insuing.

Further mor ye town per vote make choice of Mr. Justus Bush & Capt. John Mead, Solamon Cloos & Moses Smith & David Lockwood for select-men for ye year insuing further more ye Town per vote mak choice of Nathaniell Husted and Jeams Reynold & Israel Knap for constabels per ye year insuing—it is pased pr vote of ye Town apt Jeams Reynolds is to Gether ye Cuntery Reat (tax) for ye year insuing.

Further ye Town per vote make choice of Dr. Caleb Knap & Capt. John Mead & David Lyon and sur John Baxter and Jeremiah Anderson & Theophilus Peck & Daniel Merritt and Nathan Smith Juner & Ben Brush and Beniamen Knap & David Marshall and Gershun Lockwood Juner & Jonathan Lockwood Sr., Sirveiez (surveyors) for ye year insuing, and Israel Knap sir-vecer.

Further ye Town per vote make choice of Jabez Mead & Daniel Smith and Moses Smith & Gershum Lockwood Juner fence vewers, further ye town pr vote make choice of David Reynolds, Nathan Mead, Abraham Rundell & David Palmer Kepers and David Reynolds packer.

Commity for high ways Left Lockwood, Dueken Smith, Oscar Holmz, Jams Reynoldz junr Capt. John Mead and John Ferriss junr etc etc.

LIFE QUICKENS

ALTHOUGH Greenwich was fundamentally the same after the first hundred years, there were a number of superficial changes. The strict Puritan ideas had modified and there was more of a spirit of freedom in the church. A number of families were drawn to the Church of England which was struggling to assert itself against the Congregationalist organization in the state. In 1705 an Episcopal parish was established at Rye and

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the rector came at intervals to preach at Greenwich and Stamford. In 1738 the Reverend Mr. Wetmore of the parish of Rye held services here regularly once a month. Along with other Episcopalians in the Colony of Connecticut, the people of Stamford and Greenwich sent a petition to the General Assembly asking that the members of the Church of England might be excused from paying for the support of the Congregational Church.

The petition was denied but the Episcopalians continued to organize themselves and in 1742 Saint John's Parish at Stamford was established. A mission at Greenwich was a part of this parish until 1833 and a meeting house known as Horse-neck Chapel was built on the brow of Put's Hill in 1749. It is difficult for the modern mind to realize the significance of the building of this little Episcopal chapel. The very fact that any other denomination except the Congregational Church could be accepted in the town was really a step forward toward new ideas of freedom.

At the same time in many other ways, the town was developing its field of activity. The farmers were now able to produce more food than was actually needed for their own use. As early as 1696 a small packet boat began to carry potatoes to New York from North Mianus. This was the first business center of the town with a landing and dock where the King's Highway crossed the river.

By the middle of the next century shipping to New York became a regular industry of the town, and weekly boats sailed from Mianus, Cos Cob and Horseneck. At first potatoes were the staple crop and it is said that at one time the potato market in New York was controlled by the town of Greenwich. Later other farm products such as apples, hay, grain, poultry, cattle, sheep and pigs were sent to New York.

While almost everyone in the town was a farmer there were a few men in other trades. In the early days before the Indians

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vanished, there were several fur traders, most of whom were Dutch. One of the oldest houses still standing in Cos Cob is the Holley house, which was built by a Dutch merchant and trader, Captain Bush, who must have been very successful judging from the house. This house was much larger and finer than the average Greenwich farmhouse, with high ceilings and hand carved paneling of unusual beauty.

Another Dutchman who came here in 1750 set up a pottery at Indian Harbor just beyond the tide mill. This Dutchman made especially fine grey stoneware jugs decorated with cobalt blue scrolls and dots. He was very careful not to reveal the secret of how he glazed these pots, milk pans and jugs which he sold in abundance to the farmers of Greenwich.

Business was so flourishing that the Dutchman engaged a boy named Abraham Mead as an apprentice, but he would not tell him the secret of glazing the jars. Young Mead determined to find out for himself so he watched the Dutchman closely for some time, and decided that the secret lay in the way salt was thrown in the kiln just at the right moment.

One day the Dutchman filled his small boat with pots to take them to New York to be sold, at the same time going to New Jersey for a load of clay. He left young Mead in charge of the pottery. Deciding to experiment for himself, the boy started a fire in the kiln, took some pots already made but not glazed and set them to bake. Just at the right moment he threw on the salt in the same way he had seen the potter throw it. "He's got it! He's got it" cried a breathless voice behind him. It was the Dutchman who had just returned from his trip and seeing the fire burning in the kiln had jumped off his boat and rushed to the pottery. The Dutchman made Abraham Mead his partner, and later the clever apprentice acquired ownership of the business and was known in the town as Potter Mead.

Thus to a small extent in business as well as in farming the inhabitants of Greenwich became more progressive.

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The series of wars between England and France, which were carried on during the middle years of the century, did not affect the prosperity of the town. A small number of men from Greenwich volunteered in King George's war from 1744 to 1748 but there was more active service during the French and Indian war when Connecticut troops were called in greater numbers. During the early years of the war Greenwich had no volunteer company, although a few citizens were forced into service. A story is told that a number of young men were quietly enjoying themselves at Mead Tavern when they were surprised by a press gang and forced to enlist. A few however managed to escape through a window.

Later a Greenwich company, under Captain Thomas Hobby served during several campaigns and took part in expeditions at Crown Point and Fort Ticonderoga. Dr. Amos Mead, "surgeon of ye 3d Connecticut regiment," was one of the citizens of Greenwich who rendered valuable service to the colony. There are stories of other Greenwich soldiers who were in active service and who, as in the case of Timothy Reynolds, were captured by the Indians.

The years between the French wars and the American Revolution mark a period of real prosperity in Greenwich. The town government was well organized and a town hall was erected in Horseneck next to the meeting house on the corner of the Post Road and Maple Avenue. During these years Horseneck gradually developed into the most influential and prosperous section of the town while Greenwich Old Town changed only slightly.

By this time sections of the town further back in the country had developed into flourishing settlements. Stanwich, a part of Stamford and Greenwich, had become quite independent with its own church society which had been established in 1732. A meeting house thirty-two feet by twenty-six feet. was erected near the town school house. Glenville was another growing set-

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tlement with a grist mill on the Byram River. There were a number of Baptists in this section of the town and in 1774 they built their first church on King Street. This building was used as a hospital during the Revolution.

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EARLY SCHOOLS

ALL OF these outlying settlements or towns within a town as they might be called had their own schools. As early as 1756 Greenwich was divided into nine school districts, Greenwich Old Town, Horseneck, Cos Cob, North Street, Pecksland, Round Hill, Quaker Ridge, Stanwich, and Glenville. Two committeemen were appointed at the town meetings to supervise each school but all of these were grouped under one general school committee.

From the very beginning of town history we find Greenwich making provision for the education of the children. The first school house in the Old Town was built in 1667, three years before the first church. At a town meeting in October of that year it was agreed "uppon and voeted that the scoolmaster duse for teaching scoole must bee payd acording to ye number of scoullards that went to scoole, a rate to be made in due proportion to make the sum up of what shall fall short of that which is given by any had (those having) noe children or child to send when ye pertickaler sumes was ingaged by them."

The length of the early school terms was not designated until a town meeting in October, 1695, when Mr. Thomas Pert "was accepted to serve ye Towne in ye ofice of Scholle Master for ye space of six months." A school committee was appointed and only those who sent children had to pay, but part of the income from the Grimes estate was used toward "ye deffraying of ye school charge."

When Horseneck became more of an independent settlement it was voted in 1709 that "ye schoole be kept seven months on ye west side of Mianus river and five months on ye east side,

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and ye time to be equilly devided in ye winter and ye sumer acording to proportion."

The other school districts were established as the new settlements developed. All of these schools were public schools, of course, but they were so very different from the modern institutions called public schools that to call them by the same name seems ridiculous. The whole school house was usually one room and not very large at that. All the classes were taught by one teacher and the ages of the pupils varied from seven to twenty years of age.

During the winter the school sessions were likely to be very irregular depending on the weather, and in summer, this being a farming community, children often had to stay home when important work had to be done on the farm.

As in all New England towns, the building of a schoolhouse or church was a community affair. Everyone did his share of the physical work besides paying the common rate toward the expense of a building. Often the rate or tax consisted of providing a certain amount of wood or a number of clapboards. In some cases an impoverished citizen could "work out" a fine or tax by laboring a certain number of hours on some public project.

Greenwich had its train bands and local militia like all Connecticut towns. In the early days of the first settlement, every able bodied male was needed to help protect the town from the Indians. Later a body of men known as the "Watch" took the responsibility of protecting the inhabitants. The training of the men was an important town duty all through these years but as discontent with the English rule increased it soon became necessary to train for active military service. Officers who had served in the French and Indian war drilled new recruits so that when the crucial time arrived Greenwich was prepared to answer the call of loyal Americans.



THE HOLLEY HOUSE ON STRICKLAND ROAD, COS COB, BUILT IN 1685 BY CAPTAIN BUSH, DUTCH TRADER, AND SAID TO BE THE OLDEST HOUSE NOW STANDING IN THE TOWN.



GREENWICH AVENUE, LOOKING SOUTH FROM PUTNAM AVENUE, ABOUT 1890.



LOOKING UP GREENWICH AVENUE ABOUT 1890, SHOWING EARLIEST BUSINESS BUILDINGS.



AS LOWER GREENWICH AVENUE LOOKED AFTER THE BLIZZARD. THE BUILDING ABOVE WAS REPLACED BY THE WELLSTOOD BUILDING, AT THE CORNER OF RAILROAD AVENUE.



THE HOME OF THE INDIAN HARBOR YACHT CLUB, BURNED IN 1918, LATER REPLACED BY THE PRESENT BUILDING.



THE OLD MECHANIC STREET SCHOOL, ON STREET NOW KNOWN AS SHERWOOD PLACE. ABANDONED AS A SCHOOL AFTER HAVEMEYER SCHOOL WAS BUILT IN 1892, AND TORN DOWN.



A VIEW OF THE CORNER OF PUTNAM AVENUE AND GREENWICH AVENUE ABOUT 1890,



WHEN GREENWICH WAS YOUNG! FIELD POINT ROAD LOOKING SOUTH FROM THE POST ROAD ABOUT 1870. WHERE THE ROAD TURNS IS NOW THE INTERSECTION WITH WEST ELM STREET.



VIEW OF GREENWICH, TAKEN ABOUT 1895, LOOKING NORTHEAST FROM A POINT NEAR THE KENT HOUSE, ON FIELD POINT. EXTENDING UP THE HILL IN THE CENTER OF THE PICTURE IS FIELD POINT ROAD. THE HAVEMEYER SCHOOL, BUILT IN 1892, MAY BE SEEN IN THE UPPER RIGHT CORNER OF THE PICTURE.



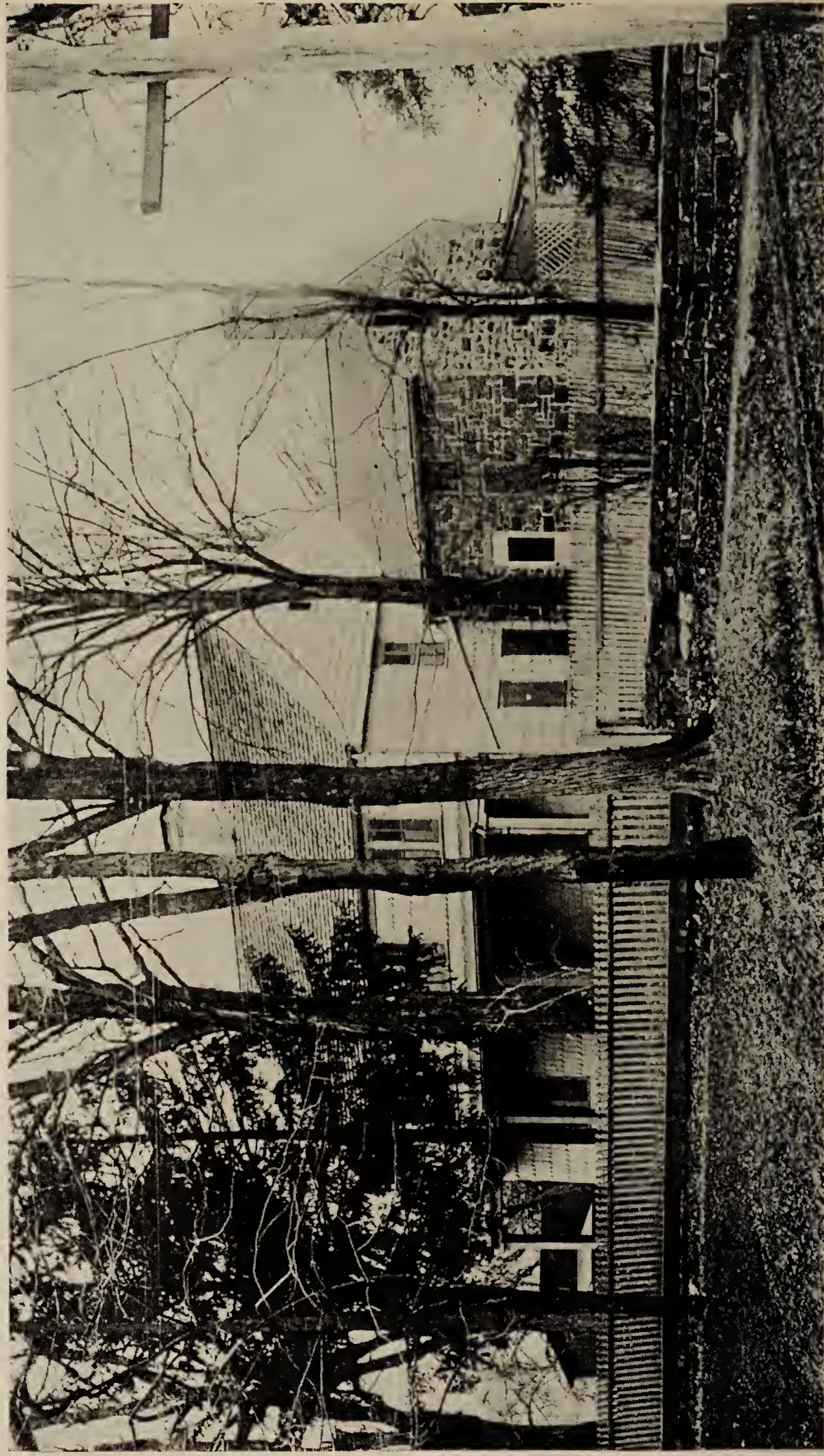
JOHN H. RAY'S BUILDING, WHICH STOOD ON THE WEST SIDE OF GREENWICH AVENUE, OPPOSITE LEWIS STREET, UNTIL DESTROYED BY FIRE IN MAY, 1900.



COS COB DISTRICT SCHOOL, BUILT IN 1851, ABANDONED AFTER PRESENT SCHOOL WAS BUILT. LOCATED ON KNOLL ON SOUTH SIDE OF POST ROAD WEST OF CROSS LANE.



THE HOME OF CHRIST EPISCOPAL CHURCH ON EAST PUTNAM AVENUE, WHICH WAS TORN DOWN IN 1910 TO BE REPLACED BY THE PRESENT CHURCH BUILDING. THE OLD CHURCH WAS OPENED IN 1857.



OLD KNAPP TAVERN, LATER KNOWN AS THE TRACY HOUSE, AS IT LOOKED 50 YEARS AGO. DEDICATED AS THE PUT-NAM COTTAGE IN 1906.



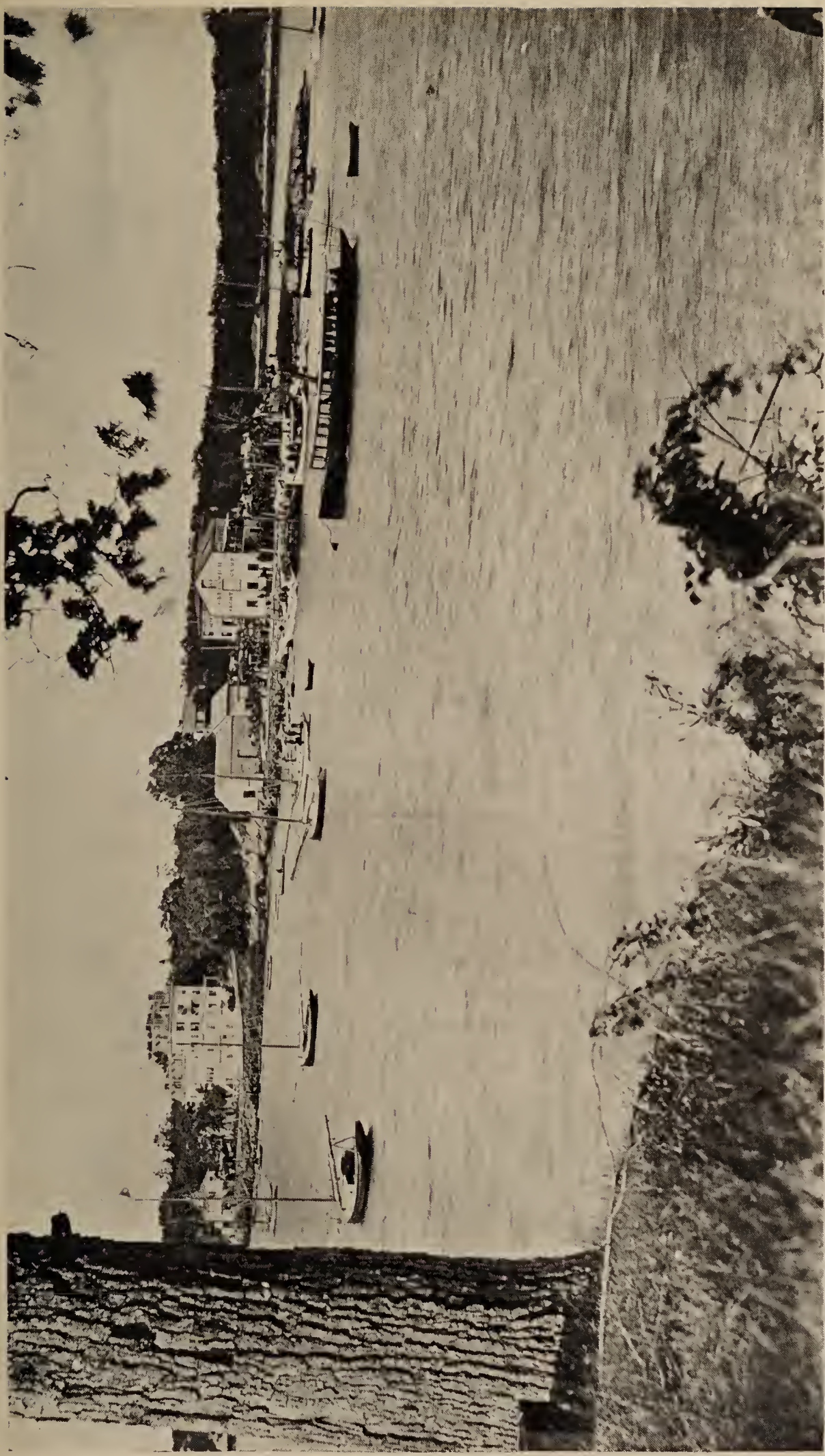
EBENEZER MEAD TAVERN, BUILT IN 1696. GENERAL TRYON'S HEADQUARTERS DURING BRITISH RAID ON HORSENECK.
TORN DOWN IN 1882 TO MAKE ROOM FOR FIRST PRESBYTERIAN CHURCH.



BEFORE COS COB POWER PLANT WAS ERECTED. HOUSE BUILT BY CHARLES BARRAS, PLAYWRIGHT, ON KNOLL OVERLOOKING COS COB HARBOR, AND OCCUPIED FOR MANY YEARS BY EDWIN BOOTH, THE ACTOR. THE HOUSE IS STILL STANDING.



GREENWICH AVENUE AND LEWIS STREET AS IT LOOKED AFTER THE BLIZZARD OF 1888.



VIEW OF THE GREENWICH YACHT CLUB, WHICH STOOD ON THE SITE OF THE PRESENT INDIAN HARBOR YACHT CLUB, TAKEN PRIOR TO 1889. THE CLUB'S QUARTERS CONSISTED OF ONE ROOM OVER A SALOON.



THE LENOX HOUSE, WHICH STOOD ON EAST PUTNAM AVENUE, JUST OFF GREENWICH AVENUE, TORN DOWN WHEN PICKWICK ARMS HOTEL WAS ERECTED IN 1920.



UPPER GREENWICH AVENUE AFTER THE BLIZZARD OF 1888.



BUILDING AT GREENWICH AVENUE AND WEST ELM STREET, TORN DOWN WHEN GREENWICH TRUST COMPANY BUILDING WAS BUILT IN 1917.



THE OLD GREENWICH ACADEMY SCHOOL BUILDING, WHICH STOOD ON THE EAST SIDE OF MAPLE AVENUE NEAR PUTNAM AVENUE.



THE GENERAL EBENEZER MEAD HOME, AT THE FOOT OF PUT'S HILL,
BUILT IN 1799. NOW THE HOME OF MRS. JOHN MAHER.



THE THOMAS LYON HOMESTEAD. BUILT IN 1670 AND ORIGINALLY
LOCATED ON THE NORTH SIDE OF THE POST ROAD ON BYRAM HILL.
MOVED TO SOUTH SIDE OF THE HILL BY SERVICE CLUBS OF GREEN-
WICH IN 1927 AND RESTORED.



OLD KNAPP HOMESTEAD AT STANWICH. TRADITION HAS IT THAT THE FIRST MAN SHOT IN GREENWICH DURING THE REVOLUTION DIED IN THE FRONT ROOM OF THIS HOUSE.



OLD TAVERN AT STANWICH DATING FROM THE REVOLUTION. NOW THE HOME OF MISS HARRIET LOCKWOOD.



VIEW OF INDIAN HARBOR HOTEL, WHICH WAS TORN DOWN IN 1895 TO MAKE WAY FOR THE MANSION ERECTED BY THE LATE COMMODORE E. C. BENEDICT.



THE COLONEL THOMAS A. MEAD HOME, BUILT IN 1798, WHICH STOOD ON THE CORNER OF WEST PUTNAM AVENUE AND DEARFIELD DRIVE. THE HOUSE WAS MOVED TO GROVE LANE AND IS NOW OCCUPIED BY RALPH E. BRUSH.



THE RESIDENCE OF ISAAC H. MEAD ON INDIAN FIELD ROAD, NEAR EASTERN END OF BRUCE PARK. THE FIRST BRICK HOUSE IN GREENWICH. LATER TORN DOWN.



AS THE POST ROAD LOOKED AT THE BEGINNING OF THE CENTURY.
LOOKING WEST TOWARD THE SECOND CONGREGATIONAL CHURCH.



VIEW OF OLD DAVIS TIDE MILL, WHICH STOOD NEAR THE PRESENT
BRIDGE ON THE SOUTHERLY SIDE OF THE HIGHWAY LEADING INTO
BRUCE PARK.



THE S. MERWIN MEAD HOME WHICH STOOD ON THE EAST SIDE OF GREENWICH AVENUE BELOW ELM STREET. THE BUILDING IN THE DISTANCE ON THE OPPOSITE SIDE OF THE STREET STOOD ON THE CORNER OF THE PRESENT GREENWICH TRUST COMPANY BUILDING.



LAYING THE TROLLEY TRACKS ON GREENWICH AVENUE IN 1901. SECOND BUILDING ON LEFT, WITH PORCH, WAS THEN THE TOWN HALL. VIEW TAKEN FROM SHORT DISTANCE ABOVE LEWIS STREET.



THE TOLL GATE HOUSE, WHICH STOOD AT TOLL GATE HILL ON THE POST ROAD FOR MORE THAN HALF A CENTURY.



VIEW OF LAFAYETTE PLACE, LOOKING SOUTH TOWARDS OLD LENOX HOUSE, WHICH STOOD ON PICKWICK ARMS HOTEL CORNER.



THE PARSON'S GRIST MILL ON STRICKLAND ROAD, COS COB, BUILT IN 1704 BY REV. JOSEPH MORGAN. OPERATED BY HOLLEY FAMILY FOR MANY YEARS. DESTROYED BY FIRE JANUARY 28, 1889.



THE OLD HOUSE AT INDIAN FIELD, NOW PART OF MEAD'S POINT, OWNED BY CHARLES MEAD. PHOTOGRAPH TAKEN
IN JUNE, 1889.



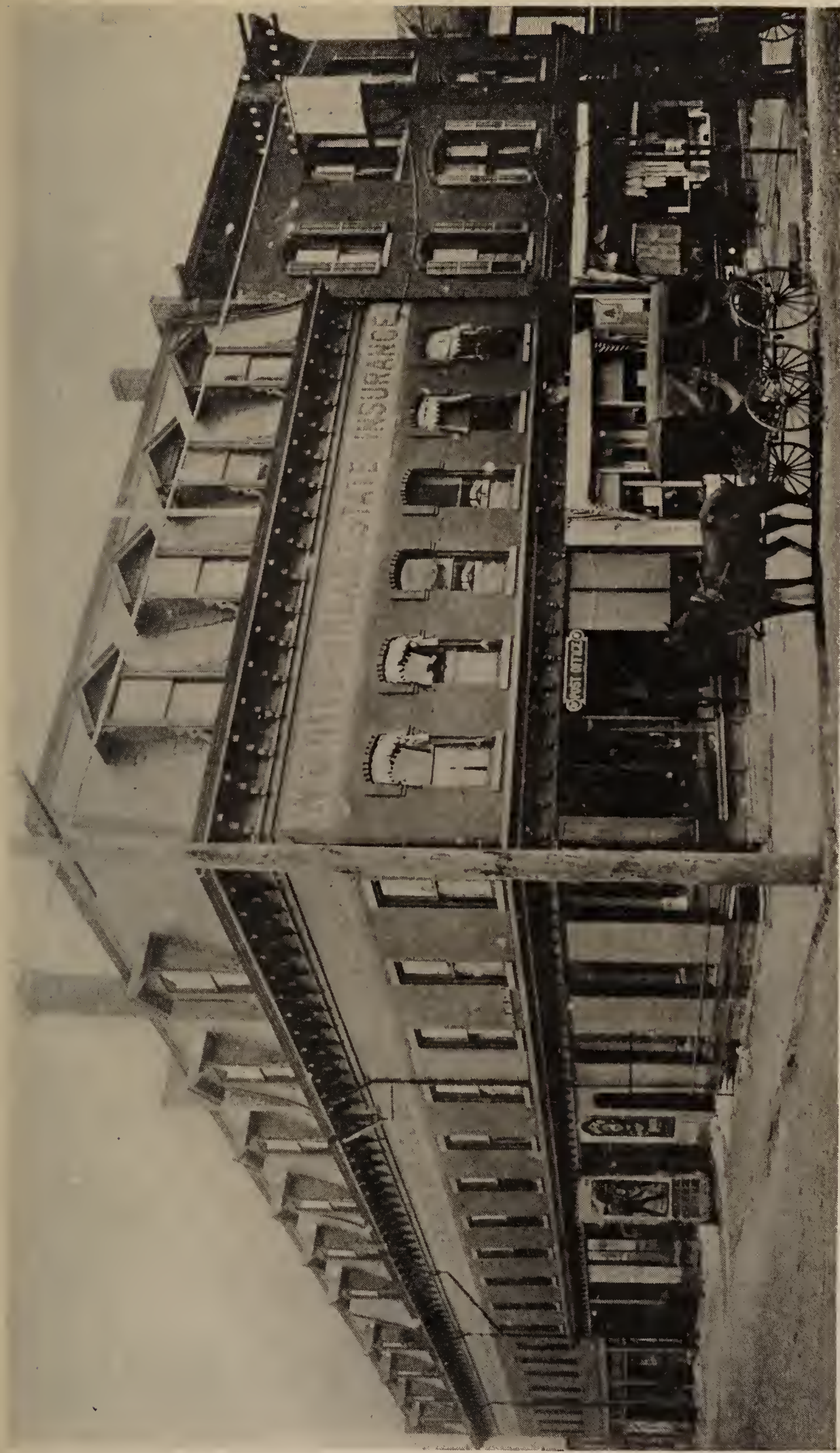
VIEW OF THE INDIAN HARBOR HOTEL FROM THE OLIVER D. MEAD FARM ON FIELD POINT. THE HOTEL WAS LATER
TORN DOWN AND THE MANSION OF THE LATE COMMODORE E. C. BENEDICT WAS BUILT ON ITS SITE.



BLOCK ON RAILROAD AVENUE, OPPOSITE GREENWICH STATION, AS IT LOOKED SHORTLY AFTER ITS CONSTRUCTION ABOUT 1890.



OBADIAH TIMPANY HOUSE, WHICH STOOD AT CORNER OF VALLEY ROAD AND ORCHARD STREET, COS COB.



BUILDING ERECTED AT GREENWICH AVENUE AND LEWIS STREET IN 1884 BY JOHN H. RAY, WHICH HOUSED RAY'S HALL. DAMAGED IN GREENWICH AVENUE FIRE OF MAY, 1900 AND REBUILT.



THE WILLIAM MEAD HOMESTEAD, WHICH STOOD ON THE SITE OF THE PRESENT COS COB SCHOOL AT THE POST ROAD AND ORCHARD STREET.



FRANK SEYMOUR HOME ON STRICKLAND ROAD, COS COB. BUILT BY CAPTAIN JAMES WARING IN 1749.



THE OLD JOSEPH BRUSH HOMESTEAD ON STRICKLAND ROAD, COS COB, BUILT ABOUT 1750, TORN DOWN MANY YEARS AGO. THE STORE WAS A LATER ADDITION TO THE HOUSE.



THE PUTNAM COTTAGE, EAST PUTNAM AVENUE, AS IT LOOKS NOW. BUILT ABOUT 1731, AND USED AS A TAVERN DURING REVOLUTION. NOW THE HOME OF PUTNAM HILL CHAPTER, D. A. R.



III. THE REVOLUTION

THE YEARS of the Revolution represent the most exciting and eventful period in Greenwich history. During the first two years of the war the town was only indirectly affected. But after the English captured New York, "neutral land" between American and British territory extended westward from Byram River, so once again we find Greenwich a border town.

From the very beginning the citizens of Greenwich were in favor of taking a stand against the British. A special town meeting was held in October, 1774, for the purpose of "taking into serious consideration the alarming State of American Liberty." It was resolved that "this town approved of the Honorable Congress of Delegates from the several colonies and would abide by their final determination." Later delegates were sent to a County Congress at Fairfield.

The town also resolved "that as the Province of Massachusetts Bay, especially the Town of Boston, is now suffering under the Iron Hand of Despotic Power and ministerial Influences, it is the Indispensable duty of this Town, in Imitation of ye noble examples set up by most of the colony, to contribute to the relief of the oppressed and suffering Poor in said Town of Boston." Donations were collected and sent immediately. A committee was also appointed "to examine the state of the

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Town Stock of Powder, Lead, etc., and to take care to supply what is wanting at the expense of the Town." The "inhabitants were much surprised to find that the price of that most necessary article for our defence, viz, Gunpowder, is now doubled."

When news reached here of the battle of Lexington, troops were ready to march to Boston and Captain Abraham Mead led a company from Horseneck to assist in the defense of New York City. From this time on, troops from Horseneck and Greenwich were serving continuously in the Continental army and taking part in many important Revolutionary battles.

In June, 1775, Washington passed through Greenwich on his way to Boston to take command of the army. Feeling against the British was very intense here although there were a number of Loyalists or Tories in the town.

One of these Tories in Stamford was found guilty of buying and selling tea, so the citizens of Stamford indulged in a "Tea Party." A great crowd gathered from the surrounding countryside to see the "confiscated tea executed." At night a torchlight procession marched around the town "with a guard of armed soldiers surrounding two men carrying the guilty tea." A doleful dirge was played on drums and flutes. The procession ended at an open space in front of the tavern where the tea was taken in charge by the common hangman and hung upon the gallows. A bonfire was built and the tea was burned while the crowd cheered.

The country now was in a state of war so Greenwich as a town took measures for active defense. A committee of safety was appointed which continued to serve throughout the war. Another committee was formed "to see that the families of those who enter the Continental Army shall be supplied with the necessities of life and to furnish clothing etc. for the soldiers."

The following year the British evacuated Boston. New York then became the center of activity during the summer campaign

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of 1776. Part of the Ninth Regiment under Lieutenant Colonel John Mead was ordered to New York and took part in the battle of Long Island.

Colonel Mead, later appointed General Mead, was an especially interesting personality. He was short, and so fat that it is said that his tailor could measure the General's vest by buttoning it around himself and four other men.

When the Americans retreated from New York, Colonel Mead's regiment was one of the last to leave the city. They narrowly escaped capture and since the day was unusually hot the men suffered intensely from heat and fatigue. At night, as soon as a place of safety had been reached, every one sought rest. The officers found accommodations on the floor of a tavern and every inch was occupied.

Colonel Mead came in last of all, and dropped down on the ground, appropriating an officer's feet for a pillow. The officer awoke, and in a rough tone demanded who was lying on his feet. Colonel Mead apologized politely, and the officer recognizing his voice, cried out, "For God's sake, Colonel, is that you? I never expected to see you again alive after the dreadful heat and struggle of this day; make a pillow of my feet and welcome, if you can find any rest here."

Colonel Mead's company took part in the battle of White Plains where a number of his men were killed. In November, two groups of Greenwich soldiers under Colonel Thomas Hobby and Captain Sylvanus Mead were sent across the river to assist in the defense of Fort Washington, which was captured with its entire garrison. Officers and men were taken as prisoners but later many of them were paroled. During the course of the war many Greenwich citizens were imprisoned in the Sugar House at New York, the Jersey Prison Ship and other camps.

These were the dark days of the Revolution, and the town of Greenwich especially was seriously affected by these Amer-

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ican losses. For the next years the British held New York. Unable to recapture the city, Washington however succeeded in cutting off New York by a line of fortifications extending from West Point on the Hudson across North Castle to Danbury.

One of these forts was built west of Stamford and was known as Fort Nonsense and later Fort Stamford. Reserve troops were quartered at this fort but an advance guard was stationed at Greenwich as a border town, to protect the inhabitants against attack.

In the winter of 1777 troops under Colonel Roger Enos were quartered in the town and apparently they were unwelcome visitors, for the town issued a protest against "great outrages upon the property of some of the inhabitants."

While outside troops thus came to help protect the town, Greenwich sought every means possible for defense. Six four-pounder cannons mounted on field carriages were procured from the foundry at Salisbury, along with a supply of ammunition. The Town Hall was turned into a storehouse and guard-room for the artillerymen, and a chimney was built to keep the place warm in cold weather.

GENERAL PUTNAM

DURING the winter of 1779 General Israel Putnam was in command of a large part of the Continental army which was encamped at Redding. The English were firmly entrenched in New York with a number of regiments under General William Tryon stationed at Kingsbridge, now in the Bronx. Neither army was sufficiently strong to undertake a serious campaign so the war had "degenerated into a series of marauding expeditions." By frequent raids, plundering inhabitants of food supplies, and damaging as much property as possible, the English hoped to demoralize the Americans. They also hoped to induce Washington to weaken his force on the Highlands by sending troops into Connecticut to protect the defenseless towns.

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As a border town Horseneck was an easy victim. The town was known to be prosperous, with an ample supply of food and ammunition. At Cos Cob there was a large salt works which supplied salt for many towns back from the Sound. An attack on the town was expected sooner or later and General Putnam came here frequently to inspect the guard stationed here and to send out scouts to investigate the activities of the enemy.

In this way Putnam became a familiar figure in the town. Sixty years old, weighing well over two hundred pounds, "Old Put" was admired and beloved by old and young. Silas Dean said that in Connecticut, Putnam was "the toast of the army. He does not wear a wig, nor screw his countenance into a form that belies the sentiments of his generous soul; he is no adept either at politics or religious canting and cozening, he is no shake-hand body; he therefore is totally unfit for everything but fighting."

When "Old Put" came to Horseneck, he usually stayed at one of the taverns on the Post Road. Hobby Tavern, opposite Sherwood Place, was army headquarters so "Old Put" came there frequently to consult with Colonel Thomas Hobby, an old friend and companion from the French and Indian war.

On February 25, 1779, Putnam was at Horseneck inspecting the guard. In the afternoon he sent about 30 men under Captain Titus Watson toward New York to observe the movements of the enemy. At New Rochelle, late that night, this company came upon a detachment of the enemy coming from Kingsbridge under General Tryon.

Captain Watson and his men managed to retire before them, undiscovered because of the sheltering darkness, but at dawn the enemy saw them when they had reached the town of Rye. The Americans defended themselves as well as possible, at the same time retreating to Sawpits where part of the company made a brief stand.

Several men with Captain Watson reached Byram River and

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took up the bridge in order to delay the enemy as long as possible. Then with all speed they hastened back to Horseneck and gave the alarm.

At nine o'clock that morning, Putnam was standing in front of his mirror shaving when the alarm was brought to the tavern where he was staying.

General Putnam immediately gave orders for all available troops to assemble on the hill by the meeting house. About 150 men were collected in a remarkably short time and three cannons on field carriages were pushed into position to cover the Post Road below.

The first column of British troops appeared around the bend in the road, the column including Colonel Emmerich's chasseurs on horseback, Colonel Robinson's battalion and a regiment of Hessians, about 1500 men in all. They marched forward briskly, line after line of soldiers wearing bright red uniforms and carrying flashing bayonets. When they sighted the Americans on the hill in front of the Congregational Church, one section branched off to the right and another to the left.

In his official report Putnam wrote that "I soon discovered that their design was to turn our flanks and possess themselves of a defile in our rear, which would effectually prevent our retreat. I therefore ordered parties out on both flanks, with directions to give me information of their approach, that we might retire in season.

"In the meantime a column advanced up the main road, where the remaining of the troops (amounting to about 60) were posted. We discharged some old field pieces a few times and gave them a small fire of musketry, but without any considerable effect."

Putnam and his men were hopelessly outnumbered. It would have been a useless sacrifice for them to try to hold out against such odds. So Putnam ordered his troops to retire and form on a hill a little distance from Horseneck. At the same time he

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told them of his intention to go to Fort Stamford in order to collect more troops and bring them back to the aid of the town.

After making certain that his men had retreated in proper order, Putnam wheeled his horse down onto the Post Road and galloped in the direction of Stamford. Thomas Merritt of Westchester County and several British cavalrymen recognized the General, and started after him.

Down the road sped Putnam, the British following in mad pursuit. "Old Put" was a heavy load and the horses of the enemy were faster than his. When Putnam came to the edge of a steep hill where the road turned, the leader of the Redcoats was within two lengths of him. The General's capture seemed certain.

There was no time to follow the road which ran along the top of the hill and curved around with a gradual slope downward. So—without hesitation Putnam turned his horse's head and forced the animal off the road, over the brow of the hill and down.

Putnam's horse was a well trained, sure-footed animal. Crashing through the underbrush, sliding part of the time on his haunches, winding back and forth in a zig zag direction, the animal made his way down the steep rocky hillside. The fat old General, with his white hair blowing around his face, sat firmly in the saddle.

At the top of the hill, the Redcoats stopped in amazement. They saw "Old Put" plunging down the hill and not one of them dared go after him. They fired a number of shots at him and one of the bullets passed through the general's hat.

"Old Put" turned in his saddle and shook an angry fist at the soldiers above him. "God cuss ye," he is said to have shouted, "when I catch ye, I'll hang ye to the next tree."

Reaching the bottom of the hill safely, Putnam turned again onto the Post Road and sped on his way toward Stamford.

While Putnam went to Stamford to collect troops, the

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British took possession of the town. First of all they set fire to the town house where the ammunition was stored. Then, dividing into squads, they went into every house except those where Tories lived. They plundered the houses and took everything they could lay their hands on. Many of the farmers had taken the precaution to hide money and valuable possessions, but the Redcoats ransacked the homes from attic to cellar. They tore down partitions, broke open chests and closets and in a number of cases ripped up feather mattresses and pillows. Wagons brought to carry plunder were filled with household utensils of pewter, copper or silver as well as blankets and clothing.

In houses where grain was stored in the attics, the Redcoats cut holes through the floors and shovelled grain down into the cellars where cider barrels were broken so that all food supplies were spoiled.

A company of Redcoats marched to Greenwich, Old Town, and destroyed the salt works, 26 salt pans and a great quantity of salt. They burned a schooner and two small vessels in the harbor.

A few soldiers went up to Mianus Bridge and stopped at a mill where a housewife was making some dumplings. The soldiers asked for some to eat but she said they were not finished. When the miller's wife saw she was not being closely watched, she took the dumplings and threw them all out of the window into the mill pond, which is still known as Dumpling Pond.

While his soldiers were plundering the town, General Tryon made his headquarters in Horseneck at Mead Tavern. He had ordered a late dinner and was about to sit down to enjoy it when an American crept slyly into the orchard back of the tavern and fired a shot through the clapboards. It whistled close by Governor Tryon's head and struck against the mantelpiece. At about the same time a report was brought that the rebels would be able to collect a thousand Continental troops. Without

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waiting to eat his dinner, Tryon gave orders for his men to assemble and retreat at once. This was a difficult task as many of the Redcoats had indulged in too much cider from the farmers' cellars.

General Tryon started back towards New York at about four o'clock in the afternoon just as Putnam arrived with troops from Stamford. Following after the retreating army, the Americans managed to capture a number of prisoners and two wagons, one of which was full of ammunition. The other was filled with plunder, which Putnam reported he "had the satisfaction of restoring to the inhabitants from whom it was taken."

Many Greenwich families were left destitute after this terrible day. The British had driven off about 40 head of cattle and killed the live stock on a number of farms. For about a year Greenwich was practically in the hands of the British.

While the Tryon raid was the most spectacular attack on Greenwich during the war, there were a number of other raids on different sections, especially back in the country where farms could not be protected. At least one exciting story could be told about every farmhouse in the Round Hill region.

"COWBOYS" AND "SKINNERS"

IN "The Spy," James Fennimore Cooper tells of Cowboy and Skinner attacks at Bedford, which was just north of Horseneck. This was "neutral land" while Greenwich was American territory, nevertheless it was so close to this debatable ground that it was subject to similar attacks.

What made the situation especially difficult was the fact that these raids were not attacks by regular troops or even soldiers of just one side. The raiders were British refugees engaged in plundering the people living near the lines of their cattle and driving them to New York, and thus they were given the nickname of "Cowboys."

The "Skinners" generally professed attachment to the Amer-

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ican cause, and lived chiefly within the American lines, but they were of easy virtue, and were really more detested by the Americans than their avowed enemies, the "Cowboys." They were treacherous, rapacious and often brutal. One day they would be engaged in broils and skirmishes with the "Cowboys," the next day they would be in league with them in plundering their own friends as well as enemies.

Often a sham skirmish would take place between them near the British lines, in which the "Skinners" were always victorious, and then they would rush boldly into the interior with their booty, pretending it had been captured from the enemy while attempting to smuggle it across the lines. The proceeds of sales were divided between both parties.

Thus the inhabitants who were near neutral ground were sure to be plundered and abused by one party or the other. If they declared themselves Americans, the "Cowboys" were sure to plunder them. If in desperation they said they were Tories, they would sooner or later be plundered by the "Skinners."

There was a large number of Tories in Greenwich, as well as many citizens who were undecided in their points of view. It must be remembered that Greenwich was very close to British New York. At the same time loyalty to King George and loyalty to the new Continental Congress was not as clear an issue as it is today. Farmers around here had homes and families to consider, and self preservation was a natural instinct.

In spite of loyalty to the American cause, a number of practical farmers were tempted to trade with Britishers who paid cash in gold for food supplies. Elisha Davis, one of the brothers who ran the Davis mill at Indian Harbor, was found guilty of grinding grain and selling corn and wheat to Tories who came over from Long Island. It was quite easy for the small sloop called "The Miller's Damsel" to slip into the harbor at night, run close to the old tide mill to collect bags of grain and then dart back to safety again without being caught.

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Elisha Davis was suspected for some time before the mill was officially confiscated and he felt obliged to leave Greenwich. At the same time Stephen Davis, the other brother, was found innocent, so he was allowed to continue to run the mill.

The people of Greenwich felt especially bitter about the Tories because so much loss of life and property was due to their activities here at the border. One of the chief duties of the committee of public safety was to find those "vile abandoned wretches who have gone over to and joined the common enemy of the United States."

There were a number of individuals who possessed permits from the English to reside here without danger of attack and in return they gave information of the Americans here. The committee kept close watch on these Tories and like most other towns, Greenwich published its "black list" which at one time included the names of thirty-four families.

While the citizens of Greenwich suffered acutely from frequent attacks, they however were able to retaliate on certain occasions. A number of men were engaged in what was called the whale boat service. Small boats, about thirty feet long and propelled by oars, resembling those used by whalers, were fitted up in the harbor. Anywhere from four to twenty in number would dart across the Sound at night and run into the inlets on the Long Island shore. Landing near the house of a Tory family they would plunder the farm and capture prisoners.

Occasionally they were able to capture small British vessels cruising in the Sound, and market sloops loaded with provisions for the British army in New York were their favorite prey.

There are numerous thrilling tales which might be told of these expeditions of the Americans, as well as similar counter attacks by the English. During the last years of the war especially, the inhabitants of Greenwich who lived along the shore were subject to frequent raids. Prosperous farms were rendered destitute.

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Because of attacks from land and sea all of Greenwich was in a state of deplorable poverty. Continental money was much depreciated in value, and the town was reduced to such extremity that everything belonging to it was sold to such of the inhabitants as could afford to buy.

Through these years of real depression and active hardship, the people of Greenwich showed great courage and fortitude. Many heroic acts might be recorded not only of the soldiers but of the women in the town. There are numerous anecdotes of wives and mothers who bravely faced the invaders and refused to betray the Americans even at the point of a bayonet.

Greenwich has every reason to be proud of its Revolutionary history.

PERIOD OF RECONSTRUCTION

IT WAS a slow and painful process picking up the threads of farming and industry after the war was over. Such periods of reconstruction are always difficult, involving spiritual as well as physical adjustment, and the people of Greenwich were especially torn because there were so many Tories here, some of whom belonged to the oldest and best families. While a number of the Tories had left here and emigrated to Canada, there were many others who preferred to stay here in spite of difficulties. Although their names had been on the black list, their property had been officially confiscated and feeling against them was very strong, they nevertheless determined to remain in the home town.

At a town meeting in 1783 it was "resolved that the selectmen do not take bonds of any persons that have gone over to and joined the enemy during the late war for the purpose of making said persons inhabitants of this town, or giving them a residence therein."

All during the war drastic resolutions had been enacted against the Tories but as time passed, and many of them proved

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themselves really desirable citizens in spite of their loyalty to England, they were gradually allowed to regain land, and their old privileges as freemen of the town.

Greenwich as a town in the State of Connecticut sent Dr. Amos Mead and Colonel Jabez Fitch as delegates to a convention at Hartford. At a meeting in November, 1787, it was voted "to approve the doings of the Federal convention lately held at Philadelphia." Thus we find Greenwich taking its part in the formation of the new United States, willing to assume its share of the burden but in turn expecting compensation for damages suffered during the Revolution.

At a meeting in 1783 the inhabitants drew up a memorial which was sent to the General Assembly. It was pointed out that Greenwich had not only suffered "losses and damages occasioned by the enemy" but also "damages occasioned by this being a garrison town, and the inhabitants harassed and distressed by both parties," Greenwich thus having suffered more than other Connecticut towns. The people of Greenwich continued to explain that they "do not entertain the most distant thought of an exemption from such part of the public burden as they are able to bear, but when they view the present alarming situation of the town for want of resources by the check put upon their industry for years past, and the powers of Providence on their labor in permitting their crops of wheat on which they chiefly depended to be cut off this season, should they under these circumstances be called upon for collection of their full proportion of the state taxes, they will be reduced to such hardships as must terminate in an uncomfortable ruin to themselves and families."

FUNDS FROM WESTERN LANDS

As a result of this memorial, Greenwich did not have to pay taxes for the year 1783. But besides relieving the town of this burden, the General Assembly made provision for reimbursing

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individual citizens. This money was paid with funds derived from the sale of part of the land in the "Western Reserve." It was a separate account from the "Connecticut School Fund" or "Town Deposit Fund."

To attempt to clear up a financial question generally misunderstood we must go back in colonial history to the year 1662. In the charter given to Connecticut, Charles II, with a sweeping gesture, granted land to this colony with the Pacific Ocean as the western boundary line. A few years later part of this land was granted to Pennsylvania. After emigration made this territory valuable, Connecticut asserted a claim which of course was disputed by Pennsylvania.

The question of this western land was still undecided in 1774 when we find Greenwich taking an interest in the matter. At a town meeting it was decided that the "prosecuting of said claim to said lands will be tedious and expensive (ie. cost of law suit against 'Mr. Penne')." Dr. Amos Mead and John Mead Esq. were sent to a general meeting of town delegates at Middletown to discuss the problem. Nothing seems to have been decided by this meeting but finally in 1782 the question was decided in favor of the State of Pennsylvania.

There was, however, a tract of land in Ohio which belonged to Connecticut and was known as the "Western Reserve." Most of this land was sold by the state. Part of the total derived from the sale of lands called "sufferers' lands" was paid as indemnity to citizens of towns along the Sound who had suffered damages from British raids during the war. Greenwich was one of these towns.

Later Greenwich received its share of the income from a fund distributed among all the towns of Connecticut. This was known as the "Perpetual Fund" or "Connecticut School Fund" because it was especially designated that the income was to be used for the support of the town schools. This school fund derived from the sale of the "Western Reserve" has been con-

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fused with still another school fund known as the "Town Deposit Fund." In 1836 a surplus from the national treasury was distributed among the states of the union. Connecticut's share was over a million dollars and each town in the state received a share of the principal. Greenwich received about \$9,000 and this Town Deposit Fund is now in the Greenwich Trust Company, and the income is still used to help pay for the schools.

It would be interesting to know what happened to the money from the sale of the Western Reserve but there is no record of it, so we may assume that through the years it was gradually absorbed into the regular town funds.

Due to the Revolution, town government as well as everything else was demoralized. Reorganization was necessary, so it was during this period of upheaval that the church took over most of the responsibility of the schools and we find Greenwich divided into what was called "School Societies." There were three in 1795, Greenwich, Horseneck and Stanwich. There was one private school in Old Town which had been conducted by John Perrott since 1766.

Greenwich had been cut off from New York during the war but as soon as the British left the city, trade was resumed, and it was not long before the shipping of market products from Greenwich increased to a much greater volume than before the war. And so we find the inhabitants quietly going back to their farms, holding on to their precious land and thus keeping the town a simple rural farming community such as it had always been.

Since very little that was new or exciting ever took place here one of the big events of the week was the passing of the stage coaches which ran through Greenwich on the route from New York to Boston. The stage line was first established in 1772, the fare was four pence a mile and the coaches ran once a week.

The coach service was discontinued during the war but in

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1787 "the stages made three trips a week in summer and two in winter." The roads here were especially rocky according to several accounts and at Horseneck there was a steep hill at each end of the town where passengers often had to get out and walk to lighten the load for the horses. Frequently in winter when the roads were especially bad, coaches were stuck in deep muddy ruts. The inhabitants would crowd to the rescue, bringing their farm horses to help pull out the imbedded coach, while children flocked around to see the excitement and gaze at the travellers.

George Washington passed through Greenwich on October 16, 1789, and stopped for a short time at the Congregational Church in Horseneck which stood and still stands on a high point of land overlooking the town and the harbor. Later he wrote in his diary, "The superb landscape which is to be seen from the meeting house is a rich regalia."

This view is now completely obstructed by buildings and trees but when George Washington stood admiring the landscape there were only a few scattered salt box farmhouses surrounded by cultivated fields, and pasture land which sloped gradually down to the blue water of the harbors and the Sound where market sloops sailed leisurely by on their way to and from New York.



IV. DEVELOPMENT

WITH THE BIRTH of the nineteenth century Greenwich was a self sustaining and modestly successful agricultural community. While the nation was fermenting with the internal strivings of the Jeffersonian and Hamiltonian schools of political philosophy; while the monied aristocracy and the common man were fusing their principles into the paradox of Americanism, and eyes were turning westward toward the frontiers, this tiny fragment of Connecticut seems to have kept its hand to the plow and looked with longing eyes not westward, eastward (or upward consistently, if early church records can be trusted) but downward to the soil for its advancement and well being.

When the good men of the town gathered, it was to discuss such matters of import as whether they should build a town meeting house or to continue to pay twenty-five dollars a year in rental for the house they then used, the renters winning out against the builders. Between discussions of the weather, crops, and the virtues and shortcomings of the market boat skippers, there must have been speculative arguments over industry as exemplified by Walter Swan's paper mill down on the Mianus River, but their real interest and excitement seemed to concern that age old agrarian complaint, the condition of the roads.

Since 1792, Jabez Fitch, Ebenezer Mead and William Knapp

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in their roles as commissioners had been collecting for the town the toll fees from all travelers on the Stage Road, but it would seem either that these funds had not been put back into the roads, or the amounts collected were inadequate, for the road was in bad condition. It was so bad that in 1802 a local lottery was organized for the improvement of the inland route running from where the Second Congregational Church now stands through Bedford, Stanwich and Pound Ridge. In their advertisements of the lottery the promoters said very uncomplimentary things about the main stage route.

The following year, however, saw great improvements started on the stage route. The General Assembly granted a charter in 1803 to the Connecticut Turnpike Company and improvement and maintenance of the route were placed under the control of this company. There was some local opposition, due no doubt to the proposed confiscation of roadside property and the passing of toll fees to a corporation outside the community, but the road was considerably improved and continued to be the main highway of travel. That route was roughly the route that is known today as the Boston Post Road. For fifty-one years tolls were collected by a private company, and by the time control was returned to the town the coming of the railroad had destroyed its money-making possibilities.

Out of the bickerings over roads and tolls culture proudly raised her head in about 1805 when a band of subscribers, "fully impressed with the utility of Library institutions" and "conceiving that the dissemination of useful knowledge tends to reform the morals, enlighten the understanding, refine the manner and dispose men to the support of good government and civil society" established a public institution which was called the town library.

War is not a subject to be lightly treated and the War of 1812 is no exception. It had its tragedy and its cruelty but as it concerned Greenwich the war had a distinct Gilbert and

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Sullivan touch. Enemy ships were seen, a few shots were fired, alarm bells were rung, sleeping sentinels were the butts of practical jokes, but there was not a single casualty. However, many Greenwich men fought and distinguished themselves elsewhere both on land and sea.

It was 1818 before there appeared a current of change with enough force and vitality to disturb the placidity of Greenwich life. No community in the state of Connecticut could have remained aloof from the political battle that was being waged by the increasingly powerful American Toleration party. After years of struggle against the firmly entrenched foes of conservatism that ruled the state through the Federalist party, the Toleration party won success and elected its candidate, Oliver Wolcott, governor in 1817. It was he who fathered the constitutional convention at Hartford in August, 1818, by which far reaching and powerful political reforms were effected. A new and improved machinery for the administration of government within the state was created; the prerogatives of the executive, legislative and judicial branches were clearly defined, but probably the most significant measure in the light of Greenwich history was the radical divorce of church and state, securing "the same and equal privileges to all denominations of Christians."

A PERIOD OF CONTRASTS

THOUGH the church and state were legally separated in 1818 the spiritual, political and social life of the people throughout the first half of the nineteenth century cannot be so clearly divided. The position of men within the church folds continued to have great influence on their general standing in the community life in all its aspects.

Religious zeal throughout this period would mount and fall in recurring waves. The pendulum would swing from the rigid restraint of nearly fanatical puritanism to periods of relapse and

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back sliding that brought with them intemperance and indifference to their spiritual welfare.

It was a period of amazing contrasts. In the early years of the century we find laws forbidding travel and social intercourse on the Sabbath, fines for working on Sunday and fines for failing to attend church services that often were held in buildings that had been erected through lotteries and reached by travel over roads that were constructed by funds that a gambling populace had contributed.

Labor was scarce and cooperation at harvest time and other occasions when workers were needed gave rise to gatherings where good fellowship and gayety gave relief from the monotony of daily toil. Convivial "bees" and frolics encouraged "kissing games and joyous mirth" and not infrequently liquor played an important role in the festivities.

To a later generation it would seem odd that the celebrations held in conjunction with the ordination of ministers gave rise to some of the gayest dinners, balls and roisterous parties.

Timothy Dwight, president of Yale College, in his "Travels in New England" gives his impression of Greenwich in the early part of the century. He wrote:

"The township of Greenwich is formed of rough, stony hills, particularly on the road. More wild and desolate scenery can scarcely be imagined than that presented to the traveler during the first two miles. But the grounds at a little distance both above and below the road are smoother. The soil is of the best quality and fitted for every production of the climate. There is not a more fertile tract of the extent in the state.

"Greenwich is divided into three parishes, West Greenwich on the West; Greenwich on the East, and Stanwich, a part of which is taken from Stamford on the North. West Greenwich is vulgarly called Horseneck, from a peninsula on the Sound, anciently used as a pasture for horses, and it is the largest, richest, and most populous part of the township.

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“Greenwich contains four congregations, three Presbyterian (the writer undoubtedly meant Congregational) and one Episcopal. The last is in West Greenwich and is a plurality, supplied at times by the Episcopal minister of Stamford. The Presbyterian church is a neat building standing on an elevation commanding a rich and very extensive prospect of the Connecticut shore, the Sound and Long Island. The whole of this township is filled with plantations.

“The inhabitants of West Greenwich are distributed into two distinct classes. A part of them are Connecticut people in their character. The rest resemble not a little the people of the neighboring county of West Chester. Generally they are in easy circumstances.

“The houses are like those in the county of West Chester. They are built on every road, where the property, and the convenience of the owner dictated. On the great road they stand at moderate distances so that the whole tract is populated.

“Greenwich, the first or oldest parish, is separated from West Greenwich by the Mianus River, a sprightly millstream, entering the Sound about four miles from Byram. The surface of this parish is also generally rough, and the soil excellent, especially towards the Sound.

“The inhabitants have been distinguished for their indifference to religion and their neglect of the education of their children.”

There is some basis for Dr. Dwight's statement about education. However, he fails to mention that the apathetic attitude toward education was not purely local. School societies all over the state were poor, and because the children were indispensable as farm helpers, the school term was only about four months long. In 1851 it was lengthened to six months and not until 1870 was it extended to thirty weeks. Conditions improved with the use of the academies with their broadened curriculum. The Greenwich Academy was established in 1827 as an institution

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for both boys and girls. All branches of the English education were taught. While the tuition fees were not low, many families sent their children and the Academy is still flourishing, although it is now a purely feminine institution.

One incident of the early century which helped to brighten the life of the community was the visit of General Lafayette. On August 20, 1824, General Lafayette passed through Greenwich on his tour of New England. He was met at the state line by a representative group of citizens and a Connecticut troop of horse. After a reception at Dearfields, the home of Colonel Thomas Mead, the party and most of the inhabitants gathered at the brow of Put's Hill, the ladies on one side and the men on the other, where the ladies of the town had erected a floral arch bearing a suitable inscription, crowned by a flag which had been carried at the battle of White Plains. Here the General descended from his carriage and as he walked down the hill, the salute was fired. The Rev. Mr. Lewis delivered an historical address and in parting said, "General, America loves you." "And I, Sir," replied the General, "most truly love America."

WAVE OF PURITANISM

BY THE '30s a wave of religious enthusiasm had swept over the state, making its influence felt in Greenwich. Old blue laws that had been abolished in the political reforms and state-church separation of 1818 were revived and enforced during this period. Having cast these laws aside previously because they seemed binding and restraining when backed by the authority of the governing powers, at this time it was the will of the people themselves that bound its way into the statutes, and oddly enough that will was a sternly puritanical one that in some instances regulated man's conduct on the Sabbath more rigidly than before. Reform was the keynote, backsliders were punished by the churches, not however without cause; laxness in the moral standards could no longer be tolerated.

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The records of the First Congregational Church in Old Greenwich afford a typical example. The church was torn between expelling members and bringing before the meeting those who no longer attended of their own volition. Committees were zealous in visiting such members and obtaining evidence for charges, including those of drunkenness and immorality.

In the case of Mary Peck, which dominates the records for some time, the charges were: "1—Wilfully absenting yourself from the communion and fellowship of the church for two years past. 2—Slandering some of the members of the church and wishing to leave the church without giving satisfaction." The accused finally appeared and being steadfast in refusing to give satisfaction, in the form of a written confession, was expelled by unanimous vote.

In another instance the congregation was quite upset over a male member who "had made dirision of the Lord's Supper last winter, with a glass of brandy in one hand and a pack of cards in the other." Added to this were additional charges of "wilful falsehood and profane swearing in general instances," also "drunkenness and denying the faith of the gospel." This member shared the fate of Mary Peck.

Needless to say church membership languished and in 1836 there was but one man left in good standing; the women found him guilty and the church was manless. For some time the women acted as deaconesses and took the collection. The men were slow in returning to the fold but assisted in erecting the new meeting house. By 1853 there was a determined effort to round up delinquent members and from then on the church thrived. After the Civil War the records are less concerned with church discipline and there is noted a growing interest in church fairs, the Sunday School and various societies.

During this period many new churches were founded. Christ Church became a parish in 1833, and Emanuel Chapel in Glenville opened in 1842. Round Hill waited until 1849 for an

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Episcopal church. The North Greenwich Congregational Church dates from 1827 and the Steep Hollow Sunday School from 1850. There was a Methodist Episcopal Church in Round Hill in 1826, Stanwich and North Cos Cob in 1830 and Horseneck in 1844. Glenville had a Baptist church in 1853. Catholic mass was heard for the first time in 1854 but no church was built until 1860.

AMERICA GROWS UP

By 1830 America had begun to grow up. We no longer feared Europe and the nation turned its back on the sea coast and gave its undivided attention to the development of the West.

The population of the East was almost wholly agricultural. It consisted largely of the descendants of the pre-Revolutionary settlers who had the same attachment for the land as their ancestors who had cleared it. Work was a virtue and life was simple. A shoemaker might have followed in the footsteps of his father and reasonably have expected his son to do likewise. There were almost no great fortunes and when Astor, a foreign born immigrant, died in 1848 leaving \$20,000,000 the psychological effect was enormous. New visions of wealth and success were opened to men who previously had not dared to hope.

Americans have been conditioned to change from the very beginning. Our earliest settlers left their European homes for a change from conditions which they considered intolerable. They came to this country to find political and religious freedom and most of all because there was land for the taking, land on which they could establish farms for their sustenance and for their children to inherit. There was land enough for all and if they did not have complete religious freedom, at least the condition was of their own making.

Despite this, between 1830 and 1850 more than 16 per cent of the native population of the northern states left their homes and went west. This left a tremendous vacuum in the east which

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was filled almost simultaneously by foreign immigration. The early settlers and their descendants had a great prejudice against working for anyone but themselves and as the industrial revolution progressed the jobs were naturally filled by the poor classes of foreigners who had failed to make a living at home and had come to this land of seemingly golden opportunity where a backwoodsman had become president and a fur trader had made a fortune.

The condition which prevailed in Greenwich was not unlike that in the rest of New England. Everyone farmed or was in some way dependent on farming. The people of Greenwich were subject to the same waves of religious and political thought as the rest of New England. How then did it happen that Greenwich proceeded to ignore the industrial revolution and to resist the lure of the West? Why was it not swept into the wave of western emigration which between 1830 and 1840 made great inroads on the population of such a nearby city as Stamford and affected nearly every town in the state? During this decade the population of Greenwich increased by a modest 120 persons, while the population of Stamford fell off 194 despite a counter wave of immigrants brought in to work in the new mills and to build the railroad.

Of course Greenwich did not entirely escape either movement. Some of its citizens no doubt pulled up their stakes and started for the West in search of fortune. And there were feeble attempts to make Greenwich an industrial center which would vie with Stamford, most of which attempts died before they were well started. Too, most of the early factories were established in Mianus, in Glenville, in Pemberwick or East Port Chester, close to the town line, and labor was drawn largely from Stamford and Port Chester. About 1838, however, the present Sherwood Place was given the name of Mechanic Street and Colonel Thomas Mead invested a large sum in a carriage factory. Although Elijah Lent, who was in charge, had learned

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from the famous Stivers, the enterprise dwindled until by 1865 the buildings were abandoned and in a dilapidated state. The last traces were removed in the '70's when the street was re-named Sherwood Place. Summer visitors and new residents were loath to rent on a street with such a commercial name. With the razing of this factory went the last effort to make Greenwich proper an industrial community, and even today the only industrial activity is to be found on the fringes of the town, with the labor largely supplied from outside the town's borders.

An example of the indifference to industrial expansion was to be found in the case of the railroad. Greenwich had an opportunity to become a "halfway station" where the trains would stop to refuel and where the passengers could find refreshment. This entailed selling more land and the price put on it was so exorbitant that the "halfway station" went to Stamford. Evidently Greenwich had no desire for the business which would certainly come to the town.

It would be nice to think that the citizens of Greenwich resisted the lure of the West and stayed here because it was so beautiful. It would be gratifying if it could be said that they refused to sell their land because it had come down to them from their fathers. The plain fact is that they did not go West because they could make money right here. They held on to their land because the produce raised on it could be shipped to New York and sold for an enormous profit.

The Greenwich farmers of the mid-century were in an enviable position both from a financial and social standpoint. The town was self-sufficient and continued to resist change for a great many years. By the time the West stole their market, it was evident that the destiny of Greenwich was to be a residential community and there were few factories and no unsightly slums to stand in the way. The farmer tenaciously held on to the land which had been won for him by his great grandfather. Yet it is to be wondered whether he suspected that in less than 100

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years the cultivated fields of which he was so proud would be allowed to lie fallow, shaded by trees and used for no agricultural purpose.

TRANSPORTATION

UNTIL the coming of the railroad it was necessary to travel either by stage or boat. The first steam boats appeared on the Sound in 1815 and a boat from either Norwalk or Stamford stopped regularly at Rocky Neck from about this date.

While time was of little importance and a visit to either New York or Hartford was perhaps an annual event for the average person, not a daily one, travel was simple. The people living on the Sound had always preferred travelling on the "salt water." This leaning was perhaps encouraged by the comparative discomfort of travelling by stage, over bad roads and with uncertain accommodation. It was easier and far more pleasant to take a boat. There were three packet boats a day from Mianus, two from Cos Cob and two from Horseneck. Though they took passengers, the cargoes of farm produce which they carried laid the foundation for many Greenwich fortunes. When the population increased to a point where the process was reversed and food was shipped in instead of out, these boats gradually stopped running.

Many of the boats were built at Palmer and Duff's ship yard in Cos Cob which was well known along the Sound for turning out splendid ships. Something of the flavor of the period can be gleaned from the names that were displayed upon the bows of the boats of this day. Mianus boasted the "Little Phoebe," the "George and Edgar," the "Adeline"; Cos Cob, the "Plough Boy," the "Tradesman" and the "Fashion," while Horseneck reflected the progressive spirit with the "Locomotive" and the "Telegraph." These same boats were accused of introducing a "rougher element" into the town. Certainly there is no evidence that they were run on any temperance basis.

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It is little wonder that the railroad was late in coming to the shore towns. Naturally the steamship lines and turnpike company opposed the railroad. However, the project was discussed in the Stamford Advocate in 1844 and the following year construction was started on the New York & New Haven line. In December, 1848, Hannah Hendrie in a letter to her son John, then a student at Yale, said: "Nothing but railroad cars and California gold are sounding in my ears. Between twelve and one today the old locomotive and establishment passed here for the first time. How far it ventured west I know not, do not think it passed over the landing bridge, many fears are apprehended as to its strength and durability."

Great excitement prevailed on the day that the first through train passed through Greenwich. Several short runs had been made during the week before Christmas but the 27th of December was the big day. The entire town turned out to see it and Philander Button, principal of the Greenwich Academy, declared a holiday so that his students might witness the event. It is possible that he and a few other far-sighted men realized the importance of the railroad and could visualize to some slight degree the changes it was to bring with it. However, Daniel Merritt Mead in his history fails to include this day in his list of important dates.

The following is a description of the memorable occasion written by Editor Holly of the Stamford Advocate, who evidently was much impressed:

"Animals of every description went careering around the fields sniffing the air in terror, and bipeds of every size, condition and color set off at a full run for the railroad depot. In a few minutes the cause of all the commotion appeared in the shape of a locomotive puffing off its steam and screaming with its so-called whistle at a terrible rate. Attached to the locomotive were a lumber and a passenger car, and the latter, we believe, is one of the most splendid description now in use in any

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road in the country . . . They have not yet commenced running regularly to this place and it is not probable that they will do so until the road is finished to New York, which will probably be about the latter part of the present week or the first of next."

In a later issue he describes the trial trip over the landing bridge:

"The train had to remain at the Cos Cob bridge some three hours for the last rails to be laid over it, and the delay gave ample opportunity to the surrounding people to come in and witness the wonderful feat. The general impression among them seemed to be that the first train that attempted to cross this elevated pass would also be the last. All sorts of old woman's stories to frighten the children had been put in circulation regarding the safety of this bridge, and many a spectator expected to see our splendid locomotive, elegant car, and confiding attendants and passengers plunged into the deeps below.

"Ten minutes before two o'clock, P. M., Mr. Mason, chief engineer of the company, gave the word. 'All ready.' Our prancer was let loose. Every skeptic's heart rose to his mouth. Breathless anxiety pervaded the multitude on each shore. The train moved majestically along and the next minute the western shore received its ponderous weight, and the welkin rang with the shouts of the congregated people."

By January the road was finished and there were actually three trains a day making the round trip to New York.

By 1850 the railroad was double tracked and about a dozen men went to the city every day. Commuting was then a laborious business, requiring one hour and twenty minutes to Thirty Second Street and then forty-five minutes by stage or horse car to Wall Street. It was no wonder that within two years there appeared a forerunner of the club car. Several men gathered daily in the baggage car to play cards. Their equipment consisted of a card table, camp stools, cards and a box of cigars, all of which were left in the custody of the conductor.

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Tickets were bought quarterly or semi-annually, the names of those whose tickets were about to expire being posted in the station. The attendants wore no uniforms and the conductor was in charge of running the train. The cars were dimly lighted, flat topped, poorly ventilated affairs with incredibly uncomfortable seats. They were heated by wood stoves at either end of the car, which were attended by the brakeman. Each car carried a water boy. It is possible that he was also called on to extinguish the glowing cinders which were a constant menace.

All was not clear sailing for the new railroad. An engineer ran a train into an open draw bridge at South Norwalk and fifty persons were killed. This led to a law forcing trains to come to a full stop at every draw bridge. This of course applied to the one at Cos Cob and residents of that part of town were addicted to the dangerous practice of leaving the train there instead of at the Greenwich station.

Although the Schuyler frauds brought dark days, nevertheless the railroad continued to gain in popularity and the metamorphosis of Greenwich had begun.

RAPID CHANGES

IN THE twenty years prior to the coming of the railroad the town of Greenwich had a gain in population of about 2,000. A great many changes had come, most of them in the village of Horseneck. When Jared Mead opened the "White House" on Rocky Neck, now Steamboat Road, in 1838, it was foredoomed to failure as a summer hotel because of the difficulty in obtaining supplies. While vegetables could be purchased from market sloops and there were plenty of fish in the Sound, all fresh water had to be transported from Field Point and the farmers could not be persuaded to part with butter which could be sold in the city for better prices. Meat was also difficult to obtain and the visitors grew tired of a diet of seafood.

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At that time there was not a single market in Horseneck. The center of all business was at Mianus where passengers from the packet boats could take stages for the North and East and from whose docks most of the shipping was done. It boasted two taverns, a grist mill and a general store, the gathering point for the farmers. In 1848 the town was approaching the peak of its prosperity as a farming center. Market wagons brought thousands of bushels of potatoes to the docks at Mianus, Cos Cob and Horseneck to be loaded on sloops for shipment to New York. The West had not yet begun to compete in supplying the city and Greenwich often controlled the price in the potato market. Although grain, hay, vegetables, apples and dairy products also found their way to the docks, potatoes were the main crop. There are potato cellars in existence now which date from this period, one of the best examples of which is to be found on Round Island. Potatoes were grown on the Oliver Mead farm on Field Point and the sloops were loaded at this cellar.

When Thaddeus Silleck took over the White House in the spring of 1855, conditions had so completely changed that the renamed Silleck House was no longer isolated and it proved to be very successful. Although Mianus always had more shipping, the business center of the town was shifting to Horseneck and the Greenwich of today was beginning to take shape.

All the lots in the Rocky Neck land development had been sold. Some conception of the amazing increase in actual land values, regardless of its uses, is afforded by the story of that land company. In 1836 the four original lots, which cost the company \$3,500, were subdivided into fifty-eight lots which had all been sold by 1850, with the exception of the reserved lot at the very end, for \$13,900. The land is now worth many times that amount. Land in 1848, especially that available for farming, was at a premium. The farm whose acres now comprise Rock Ridge was appraised in 1848 at \$3,000 more than in

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1870. The land was so productive and the market for produce so good that practically no farming land was for sale.

BOROUGH ESTABLISHED

IN THE year 1854 Horseneck became the borough of Greenwich, thus banishing a name that had long fallen harshly on the ears of the inhabitants. The man most instrumental in establishing this government within the town government was Captain William Lyon, retired master of the *Lady Lancaster*, who at the age of 46 settled down to live on the rewards of the China trade. The captain, a Greenwich boy, having been born in the Lyon homestead close to the state line, left home when he was sixteen and was master of a vessel at twenty-four. However, he followed the example of many other Greenwich boys and came home to spend the fortune he had made in foreign fields. In 1850 he purchased the house on Putnam Avenue which was torn down in 1929 to make room for the Pickwick Theatre, and for many years he made it a social center for the town. The captain was influenced in favor of buying the property, which extended from where the Maples Hotel now stands to Greenwich Avenue, largely by the conviction that his view of Long Island Sound would never be obstructed by trees or buildings.

The piazza was on the south side of the house and the captain was prone to sit there watching the white sails of vessels plying up and down the Sound. However, he was considerably irritated by the view of wandering cows, pigs and various other farm animals belonging to his neighbors. Another source of annoyance was the scarcity of sidewalks and their snowbound condition in the winter. Jacob Weed, Augustus Lyon, proprietor of the Mansion House, and Solomon Gansy, being of the same mind, met with the captain and at their behest Julius B. Curtis drew up a bill which was presented to the General Assembly in 1854 providing for the creation of the borough of Greenwich.

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The first meeting of the borough was held on July 10, 1854, in the Town House then at the corner of Maple Avenue and Main Street, now East Putnam Avenue. Captain Lyon was elected warden and Robert Williams Mead was chosen as clerk. Julius Curtis, Philander Button, Lewis Howe, Postmaster Samuel Close, Alvan Mead and J. D. Steel were elected burgesses.

The boundaries of the original borough were described in the act as follows: "Beginning at a point in the highway leading from the Connecticut Turnpike to William Mead's dwelling-house, ten rods north from the dwelling-house of Darius Mead and in the center of said highway, thence running a westerly course until it strikes the north-east corner of the barn belonging to James W. Dominick, thence a south-west course until it strikes the north-west corner of Thomas Hancock's house, thence in a southerly direction until it strikes a point thirty rods due west from the barn of Thomas A. Mead, situate on the said Connecticut Turnpike, thence easterly until it strikes a point fifteen rods due south of the dwelling-house of Silas M. Mead, thence north-east until it strikes a point twenty rods due east of the dwelling-house of Philander Button, thence northerly until it reaches a point due east of the dwelling house of Darius Mead, and thence to the point first described."

These lines are of course impossible to trace at the present time, but roughly the boundaries extended from Glenville Road on the north to Put's Hill on the east, where were the farms of Philander Button and Dr. Mason; south to the north line of the Havemeyer school grounds, then Merwin Mead's farm, and west to Colonel Thomas Mead's hill, and including his "Dear-fields."

The charter provided for the laying out and maintenance of "highways, streets, public walks and grounds" and that the borough should make no alteration in "the road leading from the Connecticut Turnpike by the house of Silas M. Mead, and thence to the steamboat wharf," which is now Greenwich Ave-

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nue, until the town widened it to a width of three rods. It gave the borough power to make laws relative to planting trees, preserving the borough from fire, providing a watch, burying the dead, providing public lights, the restraining of horses, cattle, mules, sheep, swine, geese and poultry, and providing penalties for the breach of the laws. As the borough grew in population the limits were extended and the charter constantly amended.

In 1850 Greenwich Avenue was a country lane, eighteen feet wide, sloping steeply between wide stone walls and with practically no trees to shade the crops growing on either side. Although there was a path to Steamboat Road, Arch Street was the real continuation of the avenue and led to the station. There were no sidewalks and in wet weather the mud made walking extremely unpleasant. Pedestrians were forced to clamber over the walls and walk in the fields.

The condition of the streets was not in the least pleasing to Henry M. Benedict, a young man who had but recently come here to live and who traveled back and forth to the city every day. Mr. Benedict could sit on the piazza of his home adjoining Captain Lyon's and watch the train cross the Cos Cob bridge. He would then drive to the station at a smart clip behind his team of fine black horses, and arrive there just as the train pulled in. The bad road considerably hampered him and when his efforts to persuade the selectmen to widen it failed, he appealed to the county court. In 1854 the improvement was accomplished and the name changed to Greenwich Avenue. Trees were set out and the upper end of the street began to show signs of activity. Until now it had been considered a side street and when Captain Lyon offered Henry Held his Greenwich Avenue frontage for \$1800, to be taken out in meat, his offer was rejected as ridiculous. By 1857 things had changed and there were a number of business buildings. Edwin Mead subdivided his land north of Elm Street and sold the lots of three-fourths of an acre each for the extravagant price of \$600.

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In 1854 John Dayton had paid \$500 for a site on the east side of Greenwich Avenue close to Main Street and built the first business building. Dayton's shoe store occupied the first floor and Daniel Mead's law office the second floor. This enterprise was quickly followed by others and there were soon two butcher shops, a cabinet maker, a carpenter shop, an insurance office, two lawyers' offices, a general store and a so-called saloon selling "oysters and ice cream in season" and where by going around to the basement door one could buy good West India rum "over the barrel." These with two general stores, a confectioner, a shoe store, a tailor, a milliner and three hotels, all on Main Street, comprised the business district of the borough. John Henderson on Main Street sold "crystal pure ice" and coal could be purchased from E. Husted at the Merritt dock. The Scofield blacksmith shop was near the present site of the First Presbyterian Church across the street from the Mansion House, and the post office was at the corner of Main Street and Sherwood Place, then Mechanic Street.

A new school had just been built on Mechanic Street and there were several private schools, the Academy being the most flourishing. Lewis Howe, a graduate of Yale, conducted a school one door west of the Congregational Church and Mrs. Hess ran a school on Mechanic Street for very small children. Those desiring a musical education could attend classes at the home of Professor Melville on Greenwich Avenue. Later in the century Dr. Pinneo conducted a school for boys on the corner of Greenwich Avenue and Elm Street. It is interesting to note that during his residence here Dr. Pinneo wrote many of the famous McGuffey Readers. The Town House, built in 1836, occupying the triangle where the Soldiers' and Sailors' monument now stands, shared this important corner with the Greenwich Academy and the Congregational Church. The outlying districts were of course given over to farms.

East Port Chester in 1857 is described by Daniel Merritt

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was the occasion for impassioned speeches and demonstrations on either side. The many parades were turbulent, dangerous affairs, sometimes almost approaching riots, the marchers and spectators alike being in constant danger from the crude coal oil torches and fire balls which were hurled about. Bands played and the houses blazed with the light of many candles. Thus the householder displayed his political sympathies. Added zest was contributed by the patronage which was doubtless given the one hundred saloons which existed in the town.

After the declaration of war, the extreme feeling subsided somewhat but in the following summer the Governor felt it necessary to issue a proclamation with the purpose of putting a stop to the frequent peace demonstrations and "seditious language" and "a traitorous press, which excuses or justifies the rebellion." This followed an attack by the volunteers on the offices of the Bridgeport Farmer, a paper then of much influence here.

In Old Greenwich, at the corner of Tomac Avenue and Shore Road, a flag was raised by Cornelius Ford in celebration of each Union victory. It was repeatedly torn down by "copper heads" and finally its owner was forced to produce his gun and threaten to shoot the next man who touched the flag. Needless to say he had no more trouble.

Another instance of the strong feeling was of a less humorous nature. Albert and William Hyde, the sons of the Rev. William Hyde, pastor of the First Congregational Church, marched away in the fall of 1861 as corporals in the Sixth Regiment, Connecticut Volunteer Infantry. Mr. Hyde had been the minister in Old Greenwich since 1854 and the church records show him to have been a particularly zealous man in devoting his energies to the spiritual and temporal life of the community. He must have been loved because ten years was a long incumbency in a town so exacting in its church life. From the date of his sons' enlistment in the Union army things were made in-

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creasingly difficult for him, until finally in 1864, even though the congregation, with but one dissenting vote, expressed their entire satisfaction with his services, he was dismissed by the society.

Enlistments took place in a building on Greenwich Avenue just below Main Street. Fife and drum music fired many a young man with a desire to join up. The spot was a favorite one for small boys, many of whom tried to enlist as drummer boys. The troop trains which passed through with flags flying and regimental numbers displayed added to the general excitement.

On September 25, 1862, the First Company marched to the Second Congregational Church. Dr. Joel H. Linsley offered a prayer, and a sword was presented to Daniel Merritt Mead, the young captain, after which the company entrained for Hartford.

While many Greenwich men fought in other regiments and distinguished themselves on many battlefields, Company One was the special pride of the town. The soldiers were very young, the average age being twenty-one and the captain only twenty-seven. There were twelve pairs of brothers and in three cases father and son marched side by side.

The women formed a branch of the sanitary commission and were very zealous in the preparation of bandages and in sending boxes of necessities to the front.

Naturally great anxiety was felt for the absent men and after every battle the casualty lists were scanned for familiar names. It was a sad day when Daniel Mead, then major, was brought home dying from typhoid fever and the great flag at the foot of Lafayette Place hung at halfstaff. The death of this twenty-eight year old lawyer, historian and soldier was a great loss and was keenly felt.

By October, 1862, the town was faced with a serious problem in filling its military quota, because most of the men without family responsibility had left with the First Company, which

Greenwich

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Greenwich

was purely volunteer. The military committee, despite lack of funds, recommended a bounty of \$100 per man to encourage enlistment. By 1863 slow enlistment necessitated the increase of this bounty to \$300. Both of these recommendations were voted for by the town but in both instances the money for the bounties had to be borrowed.

By the time the draft laws were enforced the war had lost any glamorous aspects. Draft riots in New York had cast a dark cloud, and financial depression and disillusionment as to a brief duration of the conflict had their influence. Greenwich in company with many other northern communities did not accept the measure with any enthusiasm. A fund was voted by the town to aid the drafted men in the paying of substitutes. These were obtained from brokers and came largely from jails and reformatories. The bounties ranged from \$300 to \$1200 depending on the financial status of the man who was originally called. This left the town heavily in debt and the strain on the town treasury was felt for many years.

The news of the assassination of Lincoln was received with great sorrow. It was decided to drape the Second Congregational Church in black and the Rev. William Murray, who had succeeded Dr. Linsley, agreed to preach a memorial sermon. He deserves special mention in Greenwich annals because of his marvelously prophetic sermon on this occasion. It is astonishing that this twenty-four-year-old contemporary of Abraham Lincoln should see with so clear a vision the greatness that was his—a greatness that was not universally recognized until many years had gone into his weighing and assessing. Said he:

“His name will not be forgotten. The living of today will tell it to the unborn and they, in turn, will repeat it to the remotest age. Amid the doings of the great of every clime will his deeds be recorded. Among the teachings of the wise will his sayings be written . . . We cannot measure him today. Years must pass before his influence on this age can be estimated. It needs the

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contrast of history to reveal his greatness. In the native vigor of his intellect, in the sincerity of his purpose, in the originality of his views, in the simplicity of his faith, and in his sympathy for the oppressed, what potentate of his time will bear a comparison with this backwoodsman of America?"

BOSS TWEED

NO HISTORY of Greenwich would be complete without some reference to William Marcy Tweed, who first became linked with Greenwich in the summer of 1860. While he was not a citizen to be proud of, there is no denying that he did much for Greenwich and he seems to have reserved his dishonest practices for the city of New York.

Three members of the Big Six Volunteer Fire Company of the Bowery sailed up the Sound one summer's day, and, not caring to attempt the return trip in the face of a strong head wind, sought protection under the lee of Round Island. They spent the night on the shore and were much impressed with its charm as a camping ground. On their return to the city they communicated their enthusiasm to Tweed who decided to see for himself. He made the trip and was so taken with the desirability of the island that he obtained permission from Oliver Mead to camp on it. This he and his friends did off and on all summer, devoting their energies to bathing, fishing, sailing and visiting a saloon across the harbor at Rocky Neck. The next summer saw the founding of the Americus Club and the erection of a club house on the point where Commodore E. C. Benedict later built his beautiful mansion.

While Tweed was still a summer visitor, he was instrumental in bringing a telegraph office to the town. Although he and his friends came here to escape from politics, they were naturally anxious to hear the war news while it was still fresh. He had fast horses but he was not satisfied with sending to Port Chester to transmit and receive his many messages. Consequently

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through his influence an office was opened in 1861. The inhabitants were much impressed by this wonderful innovation and, according to Judge Frederick A. Hubbard, two youthful members of the community stood watching the wires for two hours, waiting to see the first message go through. The messages were written out by hand and the Judge also tells of an elderly lady who, on receiving a message, remarked that her daughter's handwriting certainly had improved. There was no regular delivery, and hack drivers charged 15 cents for delivering a telegram in the village with correspondingly higher rates outside.

In 1865 Tweed purchased eighty acres, now a part of the Milbank estate on East Putnam Avenue, for \$18,000. This was the property for which Philander Button had paid \$5,400 in 1848. The extensive remodeling of the house and building of the barn attracted much attention, and a reporter came out from New York to see it and write about it.

Tweed always had a great affection for Greenwich and firmly believed in its future as a residential town. He predicted that within twenty-five years Field Point would be covered with the residences of New York business men. Indian Harbor was his especial pride and it was there that he built the dock to accommodate the John Romer. He was strongly advised against this steamboat venture but paid no heed, being determined to provide a daily service to New York for the town. In 1866 the Greenwich and Rye Steamboat Company was incorporated and the beautiful John Romer purchased. Tweed, with the members of the Americus Club, held the controlling stock with the remainder scattered through Greenwich and Port Chester.

In an effort to make the boat popular, a grand excursion to New Haven was announced for the Fourth of July, 1867. The Fourth was a beautiful day and the boat was crowded. Lunch counters and the bar were popular and the party was a great success until on the return trip the sky became overcast and the wind began to blow. It was a dispirited and bedraggled party

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which disembarked at Port Chester, it being unsafe to enter the harbor at Greenwich. Nevertheless the *Romer* was popular that summer and made a small profit. However, it did not continue to pay and the boat was sold.

By 1870 the *Americus Club* had outgrown its quarters and built a new three story building with a mansard roof and a tower. It was painted white and until the end of the century was a landmark for sailors. The new club house was fitted with expensive furniture bearing the tiger's head wherever possible. Enjoyment was of a short duration. The year 1873 brought exposure of Tweed and his arrest and the *Americus Club* passed out of existence.

There is one more incident in the life of Tweed in Greenwich which should be related. After his escape from the Ludlow Street jail, his whereabouts until he was captured in Vigo, Spain, were not generally known. Immediately following the escape came the announcement of a \$50,000 reward. According to Judge Hubbard, the station agent in Cos Cob had just finished reading of the reward when he noticed that the 9:15 train was stopping about a thousand feet down the track. This was not the first time this had occurred and the agent had threatened to report the irregularity. Very much annoyed he ran down the track and arrived at the baggage car just in time to see the door open. At that moment someone smashed his lantern but not before he had glimpsed the fugitive Tweed. A carriage was waiting and it drove off into the dark. A favorite niece of Tweed's lived northwest of the station and there he had his last meal in Greenwich. He then drove to Tarrytown and boarded a tug which carried him down the Hudson to the outer harbor where a freight boat was waiting to take him to Cuba.

The young agent, who was not rich, knew where Tweed was all that evening and could easily have collected the reward.

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When the Judge asked him why he did not do so he replied that he "just couldn't."

A BUDDING SUBURB

THE WAR had left the town heavily in debt and its few industries suffered a post-war depression. The mowing machine factory in Riverside succumbed to the Deering competition and the passing of hoop skirts hastened the decline of the Mianus wire mill, which had taken the place of the rolling mill, started in 1832. Agriculture was on the decline and the labor provided by the building of the stone wall around "Linwood," as Tweed called his property, was very welcome.

In 1865 Jeremiah Atwater, a real estate operator with a New York office, came here to live. He at once perceived the opportunities and became active in making summer rentals. Few real summer cottages were available but permanent residents soon discovered the profits to be made by renting their homes for the summer.

Atwater was a little early. As yet there was no land available for development in the borough, so he removed the scene of his operations to the east side of the Mianus River and bought land at what was considered very large prices. He wanted to name this section "Riverside" but the petition for a postoffice was refused because the name had recently been given to Oxford, Conn. On investigation it proved that there was no real reason for Oxford making such a change and it was persuaded to relinquish its new name. The petition was then accepted and Riverside came into being.

The hard times of 1873 were a great drawback but Atwater held on. Later he had every reason to be thankful. In 1870, through the efforts of several enterprising men, a railroad station was built in Riverside and the dangerous practice of leaving the train as it stopped for the drawbridge was abandoned.

Old Greenwich also felt the need of a station and petitioned

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the company to establish one. There were two objections, first the railroad did not feel that the added business would justify the expense and secondly the name. It did not wish to have two stations so close together with such similar names.

A group of men gathered at William B. Lockwood's home to discuss the situation. They agreed to furnish a station, maintain it and pay the agent. The land for the station was given on the understanding that if the trains failed to run for a period of three months it would revert to the donor. Finding a new name was not easy for no one was enthusiastic about relinquishing the name of over 200 years standing. They finally agreed on Sound Beach and the oldest part of Greenwich was known by that name from that time until 1932 when, through the efforts of the Garden Club, its rightful name was restored.

Cos Cob also obtained a station and was at one time in danger of losing its distinctive name. For a short period the post office was called Bayport but the name never proved popular and was shortly dropped.

The residents of Greenwich were not for a long time to be affected seriously by the changes which crept in almost imperceptibly. The boys still swam in Horseneck Creek and trapped in Milbrook, from which the animals had not yet fled to the fastness of Khakum Wood. Fishing and crabbing were popular sports. In the winter Ten Acres meadow was flooded and there was skating for weeks at a time. Later this declined somewhat in favor of roller skating in Ray's Hall, where there was also instruction given in riding the high bicycle. Winter evenings were made gay with moonlight sleigh rides and surprise parties. On New Year's Day calls were made in order and girls vied to see who could collect the most New Year's cards. During this period many a horse found its way home late of an evening without assistance from the driver.

Housewives bought many necessities and an occasional luxury from the itinerant peddlers and farm produce could still be

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traded for staples at the grocery store. Clothes were for the most part made at home but there was an occasional shopping trip to the city. Newman and Hews at the landing did most of the men's tailoring.

However, little by little, life began to center around the village and during the closing years of the century the barometer of local progress was Greenwich Avenue. The outlying farms no longer furnished the dominant economic and social force of the community.

In 1870 there was a land boom on Greenwich Avenue, the first real sign of activity since the '50's. New buildings were erected on either side and in 1875 the town purchased from Aaron Ferris a building for the Town Hall. The old one, which had been outgrown, burned in 1874.

The stores of that day were distinguished by their piazzas, reached by two or three steps and by the absence of plate glass windows. Heavy shutters were fastened at night as protection against marauders and the business section was patrolled at night by a single watchman who was paid by the merchants. Thus far the borough had assumed little civic responsibility. Probably because of the increase in building, the fire company was formed in 1879 but the town waited until 1896 for a regular police force. The year 1870 saw the founding of the Greenwich Savings Bank, followed sixteen years later by the Greenwich Trust Company. The present library was organized in 1874, falling heir to the volumes which had belonged to the original library association, and which had been held during the intervening years by the Second Congregational Church.

The borough was filling up both with residences and business buildings and the need of a public water supply was keenly felt. Stores and offices had an allowance of one bucket of water a day. The Greenwich Water Company was organized and in 1880 began supplying the town.

The telephone, which had created great excitement at the

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Centennial Exhibition in Philadelphia, first appeared here in 1880. The first exchange was in the Hubbard building and the Lenox House was the first subscriber. Service was maintained from 8 A. M. to 8 P. M., with Sundays and holidays excepted.

Although E. H. Johnson, president of the Edison Electric Light Company of New York, and a resident of Greenwich, made the town an offer to light it by electricity in 1888, his offer was refused because of the cost and it was two years before any action was taken. The Johnson home was equipped with electricity and at night was brilliantly lighted both within and without. He even went so far in his enthusiasm as to have a storage battery installed under the seat of his carriage and have an incandescent bulb suspended at the end of a long pole. Greenwich was treated to the spectacle of a lighted bulb bobbing along just in front of the horse's head. Most people were inclined to think electricity a passing fad. Some even said so in town meeting. Until 1890 Greenwich Avenue was lighted by a dozen kerosene lamps between Putnam Avenue and the southern boundary of the borough.

In 1881 the borough charter was revised and among its new powers was the right "to lay out new highways, streets and public walks." Shortly Lewis Street was cut through a cornfield and Mason Street was opened. The residents began to be conscious of the looks of the borough and an Improvement Association was formed whose aims were "to remove unsightly features and to set out trees."

November 15, 1877, saw the initial issue of the Greenwich Observer, the first real Greenwich newspaper. Previously there had been half-hearted attempts but all were short lived. The new paper contained very little local news. The front page was devoted to feature articles from other papers, fashion notes and a sentimental story. The second page contained national news and editorials, the third was devoted to town happenings and the fourth to foreign news. The whole was interspersed with

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ads and bits of miscellaneous information which was occasionally repeated in subsequent issues when the editor ran out of material. The Observer merged with the Graphic in 1883 after changing hands several times.

The stage was now set for the rapid development of the town and in an article on Greenwich in a New York newspaper in 1879, the following prognostication was made:

"The future is promising. Its entire freedom from unhealthy influences of any kind, its beautiful situation, its large territory available for building with finest views, and its proximity to New York, must combine to greatly develop it in a few years. The rate of commutation on the N. Y., N. H. R. R. has been greatly reduced and is now so reasonable as to afford a fresh inducement to all who care for a home in the country."

John Voorhes had purchased the Mansion House in 1872 and the name was changed to the Lenox House after a remodeling which gave it the fashionable mansard roof. All that remained of the old inn was the front room with its beautiful white pine panelling and immense fireplace. The manager, who came from New York, used for an office the famous room, which had for over a quarter of a century seen the birth of almost every important movement in the town. In 1873 the Lenox House opened as a summer hotel and soon its Saturday night "hops" became famous and visitors came from great distances to attend them.

The Americus Club building was reopened as the Morton House, also a summer hotel. This was later to become the Indian Harbor Hotel. It did a rushing business, if one can judge from the bar receipts which were said to average \$2,000 from Saturday to Monday.

The Silleck House was still running and in the middle of the '70s the Kent House got its start as the Kent Cottage. An imposing number of present day residents came here first as guests of the Kent House who, being charmed with the place, purchased



THE ROUND HILL COMMUNITY CHURCH.



THE FIRST CONGREGATIONAL CHURCH AND JUNE BINNEY MEMORIAL PARISH HOUSE, OLD GREENWICH.



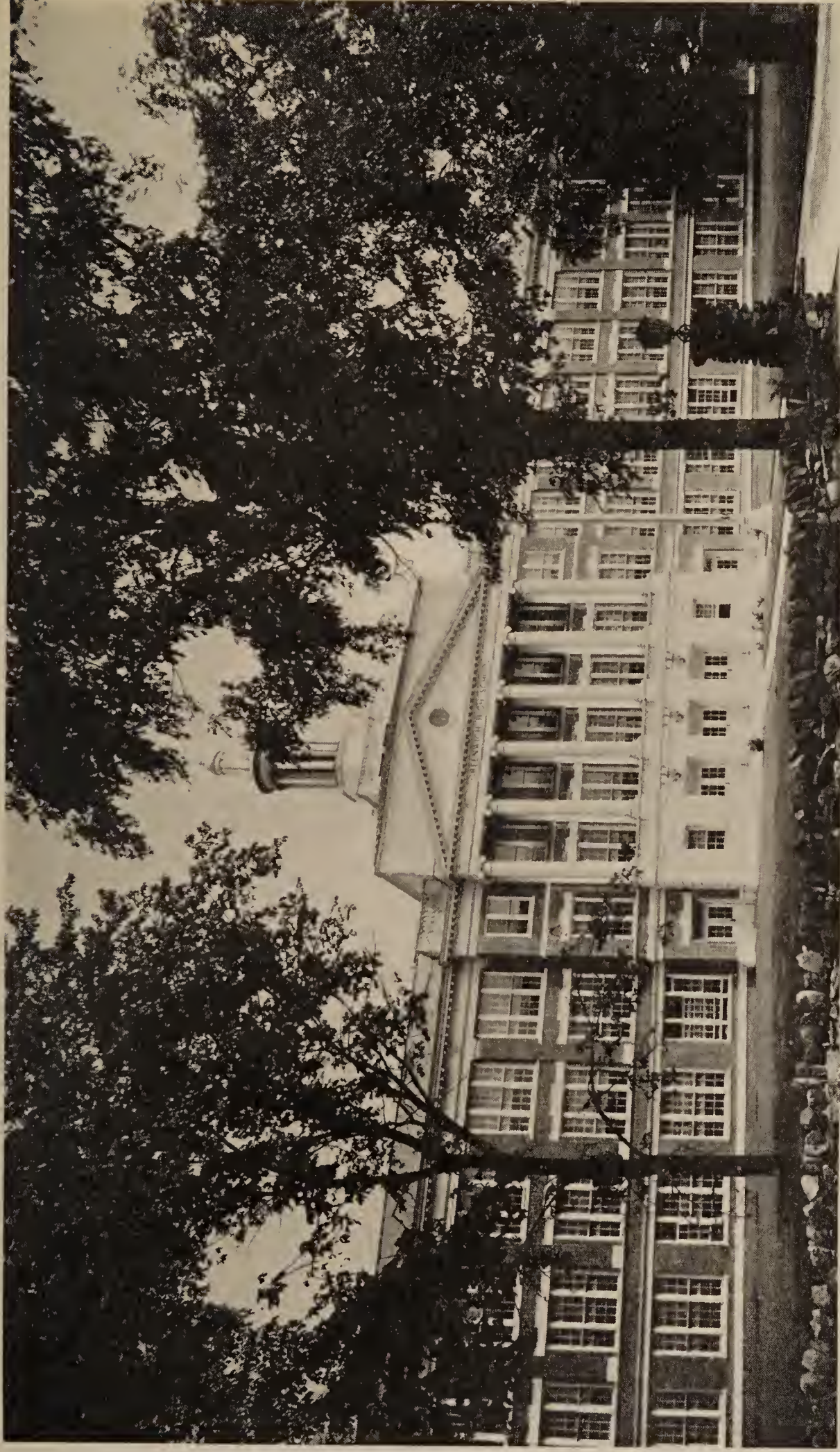
THE PERROT MEMORIAL LIBRARY, OLD GREENWICH.



THE BEACH CLUB.



THE INDIAN HARBOR YACHT CLUB.



THE GREENWICH HIGH SCHOOL, FIELD POINT ROAD, BUILT 1926.



MASONIC TEMPLE, HAVEMEYER PLACE, GREENWICH.



THE WORLD WAR MEMORIAL, IN FRONT OF THE GREENWICH POST OFFICE, ERECTED IN 1928.



THE POND AND ISLAND IN BINNEY PARK, OLD GREENWICH.



THE Y. W. C. A., MILBANK AVENUE, GREENWICH.



THE ELKS CLUB HOUSE, EAST PUTNAM AVENUE.



AN ATTRACTIVE SCENE IN BRUCE PARK.



THE COS COB FIRE HOUSE.



THE COS COB SCHOOL.



THE GREENWICH COUNTRY CLUB.



INNIS ARDEN GOLF CLUB, OLD GREENWICH.



THE RIVERSIDE SCHOOL.



HAVEMEYER SCHOOL, GREENWICH AVENUE, DONATED TO THE TOWN IN 1892 BY THE LATE HENRY O. HAVEMEYER.



THE TOWN HALL, GREENWICH, PRESENTED TO THE TOWN BY
ROBERT M. AND SARAH E. BRUCE.



THE RIVERSIDE YACHT CLUB.



THE SECOND CONGREGATIONAL CHURCH.



CHRIST EPISCOPAL CHURCH, GREENWICH.



THE FIRST METHODIST EPISCOPAL CHURCH ON EAST PUTNAM AVENUE, BUILT IN 1869.



FIRST PRESBYTERIAN CHURCH, GREENWICH.



THE GREENWICH LIBRARY.



STANWICH CONGREGATIONAL CHURCH, BUILT IN 1846 AS METHODIST CHURCH. REMODELED BY PRESENT CONGREGATION IN 1923 AFTER FIRE DESTROYED THEIR OWN CHURCH.



ST. PAUL'S EPISCOPAL CHURCH, RIVERSIDE.



MILBROOK COUNTRY CLUB, GREENWICH.



AN ATTRACTIVE VIEW ALONG RIVERSIDE AVENUE, RIVERSIDE.



DIAMOND HILL M. E. CHURCH, COS COB.



OLD GREENWICH SCHOOL.



THE GREENWICH HOSPITAL.



ST. CATHERINE'S ROMAN CATHOLIC CHURCH, RIVERSIDE.



THE FIELD CLUB, GREENWICH.



THE INTERSECTION OF PUTNAM AVENUE AND GREENWICH AVENUE, LOOKING DOWN GREENWICH AVENUE.



ST. SAVIOUR'S CHURCH, OLD GREENWICH.



STREET SCENE AT THE HUB IN COS COB.



THE ROUND HILL CLUB, GREENWICH.



LOOKING NORTH ON GREENWICH AVENUE FROM A POINT NEAR THE HAVEMEYER SCHOOL.



ST. MARY'S ROMAN CATHOLIC CHURCH.



THE MASON STREET SCHOOL.



THE Y. M. C. A. EAST PUTNAM AVENUE, GREENWICH.



ISLAND BEACH, LOOKING TOWARD THE PIER.



LOOKING WEST ON EAST PUTNAM AVENUE FROM A POINT IN FRONT OF THE Y. M. C. A.



THE MUNICIPAL HOSPITAL, PARSONAGE ROAD.



BUSINESS SECTION OF OLD GREENWICH, WITH BANK IN CENTER AND POST OFFICE ON LEFT.

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land to live here permanently. The seasons of 1874 and 1875 were very gay and prosperous ones and the churches could count on greatly increased collections from the summer visitors.

Croquet was in vogue and yachting was becoming the fashion. The young people danced to the "Blue Danube Waltz" and there was a new theatrical performance or concert practically every week at Ray's Hall. Horse racing had been popular since before the war when the farmers raced their horses on North Street. After the war the competitions were often held in sleighs over a course running from Greenwich Avenue to the brow of Put's Hill. In the '80s Oliver D. Mead permitted the use of a portion of Field Point as a trotting course. Under the auspices of the Greenwich Driving Association enthusiasts came from miles around to enter their horses, and 1889 saw the organization of the Greenwich Riding Club.

Yachting was given impetus by the founding of the yacht clubs although there had been for years regattas organized by the oystermen. One of the old oyster boats that participated in these early days, the Clara D. Palmer, is still in service. Tweed had encouraged these regattas and his yacht had often been used as a committee boat. The Greenwich Yacht Club came into being in 1887. Meetings were held in the loft over the bar in the steamboat building. Some time around 1889 the club passed out of existence and although the Graphic records regattas of both the Greenwich Yacht Club and the Indian Harbor Yacht Club in the summer of 1889, many members of the original organization appeared on the list of charter members of the Indian Harbor Yacht Club. The first of their several moves was to the lower floor of the Indian Harbor Hotel bar room; the next to the house on Tweed's Island. The members soon wearied of rowing across to the island, especially on rainy days, and in 1890 purchased the reserved acre of the old Rocky Neck Land Company and moved into a club house on the site of the present one.

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The Riverside Yacht Club was organized in 1888 and held its first regatta in the following year. The club immediately became active in obtaining the proper marking buoys for the harbor at the mouth of the Mianus River.

Belle Haven, which had consisted largely of one farm, was established in 1883 as the first residential park in the town. Its possibilities as a delightful place of residence were immediately realized by prosperous New York business men who had fallen in love with the town through summer visits. Soon fine homes began to appear and the transformation of Greenwich from a farming community to a residential community of beauty and charm was speeded up. Within another decade Rock Ridge was opened up and more homes appeared. Roads into the spacious back country were steadily improved and the circle of magnificent homes steadily widened until, before there was full realization of the fact, Greenwich had taken its place as one of the country's most attractive suburbs.

THE TWENTIETH CENTURY

DURING the last decade of the nineteenth century many public improvements were discussed in town and borough meetings. Although great interest was taken in the various projects, most of them did not materialize until the early years of the new century.

The automobile "craze" had hit Greenwich by 1899 and in 1901 the town found it necessary to set a speed limit of twelve miles per hour in the borough, while Belle Haven restricted the speed of all vehicles, excepting bicycles, to six miles. Some garages began to supplant the blacksmith shop and before many years had passed, the hitching posts on Greenwich Avenue had fallen into disuse.

The pace began to quicken and Greenwich Avenue started on the final lap of its development into a modern business street. The grade was slightly modified, several old trees were removed

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and after years of delay, trolley tracks were laid. Brick sidewalks soon followed.

On September 14, 1901, the first trolley car came up Greenwich Avenue. Aboard it were many officials and the occasion was attended by considerable ceremony. All the rest of that first day, the car ran up and down the short length of track giving free rides to all who cared to try out the town's latest means of transportation.

The gloomy predictions of those who thought the trolley line would hinder residential development were not realized and the line was in operation until 1927, when the trolley cars were replaced by busses. As business increased the demand for removal of the tracks and widening of the street grew more insistent and this desirable accomplishment was finally achieved in 1931.

The Hospital, a new Town Hall and a High School appeared in rapid succession to meet the demands of the steady growth.

These years saw the beginning of the real development of both Old Greenwich and Cos Cob, although most of the commercial buildings are of a fairly recent date.

It became apparent that the schools needed attention. District after district had been added until by 1910 there were twenty separate districts. A reorganization then took place, a central school committee was elected, a superintendent of schools engaged, and that year saw the beginning of the present school system. Gradually the district schools were abolished and their pupils transported to the larger schools in the centers of population. As these centers grew the school facilities were steadily expanded.

In 1917 the men of Greenwich again answered the country's call to war and left for distant points. Among the names that fill the town's roll of honor are many new ones but in numerous cases the names found on the rolls of the Revolution and the Civil War are duplicated.

The boom years from 1920 to 1930 saw phenomenal growth,

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the population increasing fifty per cent during this period. The shore had long been popular and now attention was turned to the back country. Land which, due to the decline in farming, had depreciated in value, came to the front once more as being ideal for estates. After centuries of cultivation many fields are reverting to wood land and the country gentleman no longer wrests his living from the soil.

Building was given impetus by the zoning laws which went into effect in 1926, and many new residential parks appeared. The development of Putnam Avenue as a business center dates from then.

Many changes in government have also taken place since the turn of the century. As the town increased in population and the functions of government increased it became apparent that the old methods must be improved. Incidents happened which showed the need of throwing safeguards around the town's finances. In 1909 the town made its first radical departure from the traditional form of town organization by establishing a Board of Estimate and Taxation which was to control the finances of the town and which in recent years has come to wield great influence also in administrative affairs.

Another radical change came in 1932 when the borough government, which had been established in 1854 to give the residents of Greenwich proper the advantages which they desired, was abolished as no longer necessary. Other parts of the town had come to enjoy the identical advantages for which the borough was organized. With the elimination of the borough passed the system of double taxation which had been a hardship on borough property owners.

The open town meeting, in which many of the town's problems had been settled by the voters themselves from the time the settlement was founded, gradually outlived its usefulness. When a point was finally reached where there were more than 15,000 eligible voters with no hall available which would ac-

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commodate more than one thousand of those voters it was apparent that something would have to be done. The problem was solved in 1933 by the institution of a representative town meeting, which preserves the New England tradition of a town meeting, within workable limits.

Electrification of the railroad has brought the city even closer and today hundreds of the town's citizens travel back and forth daily. Widening of the Post Road from a rough eighteen foot macadam road to a four-lane concrete highway has been accomplished during the past ten years and has had a marked effect on property values. Improvement of the back country roads has continued during the same period, each improvement opening up new areas for development.

So great was the growth of traffic along the Post Road during the last decade and so intolerable had conditions become that it was necessary to provide some relief. That relief will be found in the near future in the long-awaited Merritt Parkway, now under construction, which will wind its way through Greenwich's back country, taking most of the traffic from Westchester County's splendid system of parkways instead of diverting it through the heart of the business district.



VI. PRESENT AND FUTURE

IT IS no mean task to cover nearly three hundred years of a town's history and do it justice, and at the same time keep within the limits of a convenient volume. Particularly is that true in the case of Greenwich, whose history is so rich in its background of adventure, romance, and personalities that any writer examining into it is constantly tempted to take side journeys from the main theme.

To succumb to that temptation means the preparation of a book full of detail, in which many persons are not interested. To resist the temptation means inevitably the elimination of stories and incidents in which others would find pleasure. In "Greenwich, Old & New," the effort has been made to present, within easily read limits, a comprehensive picture of the development of Greenwich from the days of its settlement by a few hardy pioneers down to the present. In this volume an effort has been made to trace the steps by which the transformation of Greenwich from a typical New England farming community to a smart, attractive suburb of a metropolitan city has come about.

That transformation had its beginnings back in the middle of the nineteenth century and developed slowly for nearly fifty years, but it has come to its full fruition during the three and a half decades of the twentieth century. For those who would say that this book does not tell enough about the accomplishments

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of the twentieth century in Greenwich, with the reform in habits, manners, and government, that have accompanied these accomplishments, the defense can only be made that the twentieth century is not yet history. It is still too early to tell what future historians will regard as the significant happenings and trends in Greenwich during the past thirty-five years.

The task would not be well done, however, if there were not some picture presented of Greenwich as it is today and some outline drawn of the problems and possibilities of the future. It is easy to use superlatives in writing of Greenwich. This New England town has a wide reputation as the wealthiest community per capita in the United States, with the single possible exception of Brookline, Mass. In financial circles Greenwich is pointed to as a model of municipal finance, a town which could pay all its bills, finance its relief efforts, make capital expenditures out of income and still have a surplus of \$200,000 in a depression year, besides oversubscribing its Community Chest goal. In the realm of society Greenwich is known wherever society moves for its many clubs, its magnificent estates, its riding, its fox hunting and its other activities in which society folk like to indulge.

Circles of government at Hartford and Washington are conscious of Greenwich as the center from which large sums of money come in the form of taxes on real estate, incomes and inheritances. It probably would not be disputed that there is no community comparable in population which makes a more substantial monetary contribution to government than does Greenwich. Greenwich is known as the home of leaders in finance, business, the law, education, science and every field of human endeavor. Again, speaking in superlatives, probably no community has a larger representation in the volume, "Who's Who in America," than has Greenwich.

This is the view which the world has of us. And yet those who live in Greenwich know that these things form only part

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of the answer to the question of what Greenwich really is. They know that Greenwich has almost every advantage as a place of residence that could be desired. They know that it has the water of Long Island Sound and the hills; it has well paved streets and country highways, almost without exception bordered with trees. It has public and private recreation facilities that provide everything that could be asked. It can be surprisingly remote within a few hundred feet of the Boston Post Road and yet it is easily accessible. Its air is not polluted by the smoke of factory chimneys and it is free of the other undesirable features that mark an industrial town or city.

Its new High School with accommodations for 1,700 students and its ten grammar schools situated in strategic parts of the town constitute a public school system that can hardly be excelled. Its five private schools, appealing to all kinds of groups, and one junior college for girls offer additional advantages to those who desire them and can afford to pay for them. The town has splendid churches, and many of the pastors who have served them during the three centuries have been famous as scholars and leaders of thought.

All of these things taken together still do not present the entire answer as to why the town of Greenwich is a wonderful place in which to live and bring up a family. Through the generosity of many of its citizens the community is liberally supplied with character building agencies such as the Young Men's Christian Association and its companion organization, the Young Women's Christian Association. For all of its wealth Greenwich has its quota of less privileged families and the boys from these families find health and fun in the Boys' Club. The Greenwich Hospital, the Havemeyer School, Bruce Park, Binney Park, the Town Hall, Island Beach — to mention only a few — have all helped to enrich the life of the town.

Although only thirty miles from the metropolis, Greenwich has been developing, particularly during the past decade, a busi-

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ness center capable of meeting the needs of the most discerning families. The widening a few years ago of Greenwich Avenue, its principal business street, providing greater and more convenient parking facilities than any other large community in the metropolitan zone, has played an important part in the development of the business center. It has strengthened the demand for improvement not only in buildings but in the meeting and handling of customers by the merchants of the street.

FIFTY YEARS OF CHANGE

OF COURSE there are those who do not like the new atmosphere of Greenwich. Many of its older citizens sigh for the good old days when Greenwich Avenue was only a path leading in the direction of the harbor. They remember Belle Haven when it was one large farm, and Rock Ridge when it was another farm, and when what is now Milbrook, and Laddin Rock, were wild places for children, young and old, to explore. They remember when the Post Road was a country highway, before the days of macadam and concrete pavements. They remember when Old Greenwich, Riverside and Cos Cob were only farm land and the entire back country of Greenwich was given over to fields of grain, hay and potatoes.

That is substantially what the town of Greenwich was like as late as 1880. In 1883 all of the land now comprised by Belle Haven with the exception of about forty acres, was assessed at \$15,490 and paid \$193.62 annually in taxes. Today this land, the choicest in Greenwich, with its long shore line, is valued in the millions and the houses which grace them would add still other millions. When Nathaniel Witherell acquired the Zacchaeus Mead farm and began the development which is now Rock Ridge he was reported to have paid about \$14,500, but today one would pay that price for a small part of one plot. Prices of property along village streets and in the back country areas have risen accordingly.

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While the contrast between the Greenwich of today and of fifty years ago is of course more marked, it is true also that the Greenwich of today is a different Greenwich than that of ten years ago. Ten years ago the trolleys came from East Port Chester, filled the center of Greenwich Avenue, turned into the Post Road and bumped their way east over the tracks to Stamford. The tracks of another company ran from Adams Corner on the Post Road down Sound Beach Avenue to its end, and thence by Shore Road to Stamford. When a trolley car moved up or down Greenwich Avenue traffic moved at a snail's pace.

West of Greenwich Avenue on the Post Road were the two buildings of the New England Motor Sales Company, one on each side of the road, and several other business buildings, but between Greenwich Avenue and Mason and Church Streets on the east, business had not invaded. The Open Door Inn catered to transients and townspeople but the business block on the opposite side of the street, at the Milbank Avenue corner, was not there. Neither had any gasoline service station invaded the tree-bordered sanctity of East Putnam Avenue. In fact, the number of service stations and other roadside stands along the seven miles of Post Road was but a fraction of the present number.

Even the depression has failed to halt the onward march of Greenwich. Owners of older buildings along Greenwich Avenue, seeing their tenants move to newer structures, have been forced to modernize and that street has been steadily undergoing the process of having its face changed. True, some of the buildings have the same old framework under the veneer and the paint, but the fronts which they expose to the eye of the passerby are a great improvement. They add immensely to the appearance of the street and incidentally pay their way by bringing more business.

When the cost of the depression is figured up it may be found that so far as Greenwich is concerned its relief bills were more than offset by the savings made in cost of government, and the

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improvements that were made which probably would not have been done under other circumstances. While the town's financial affairs were handled prudently even before the depression there is no way of telling to what extent the town would have bonded itself for public improvements. Certain it is that the depression caused the town's responsible officers to stop and think. Needed improvements have been carried out and bonds have been floated easily when they were necessary. Today the town's credit is unexcelled and no matter what plan of public improvement were launched the money would undoubtedly be forthcoming for the asking.

WHAT OF THE FUTURE?

THE PROBLEM of the future is one of great importance. It is one about which many are deeply concerned. As is always the case there are varying divisions of thought. Many of the native population still resent the invasion of their quiet community and its transformation into a busy town, its streets constantly filled with automobiles. They realize that no magic could restore the peace and quiet of the old days but they would like to see the rapid growth of the last thirty-five years halted.

Neither are they alone in that hope. With them on the one hand are many of those families which fled from the noise and confusion of New York to find contentment and calm along some country lane or quiet street in Greenwich who now disapprove the still on-coming stream of new residents. They feel that the town of Greenwich today has as large a population as it can conveniently absorb and they would preserve it in its present state, reserving its beauty and advantages for their own enjoyment. On the other hand are those who would take great pride in seeing Greenwich grow until it too became a great and throbbing city.

These are the extremes. Between are the great majority of people who love Greenwich as it is today; who would like

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nothing better than to see it continue about as it is today, but who realize that the gradual encroachment of a great city can no more be resisted than can the tide of Long Island Sound be turned back. They realize that a constant increase in population is undoubtedly to be expected, notwithstanding predictions of some scientists that the suburbs of tomorrow will be located one hundred, two hundred or even three hundred miles from the cities and be as accessible by air as Greenwich now is by train. While recognizing the inevitable, they would guide that increase into such channels that no matter how great the growth the appearance of beauty and the atmosphere of New England charm of the present day Greenwich would still continue.

Greenwich talked about zoning and town planning for many years before a zoning enabling act was passed by the legislature in 1926. The town was zoned in that year and since that time its growth has largely been determined by the work that was done by that first zoning commission. There would be few property owners who would not admit the tremendous value of the zoning ordinance in protecting the property of every owner against unfair exploitation.

Hand in hand with zoning has gone town planning, but that problem has not been as easy to solve as was zoning. Throughout the years Greenwich has been groping for the right answer to the question as to how future expansion of the town can best be controlled. An excellent case can be made out on paper for the adoption of a far-seeing plan along which the town should grow—a plan which fixes location of future highways, parks, public buildings and other necessities of a well laid out town. When it comes to making such a plan effective, however, it is found that there are many practical obstacles in the way which seem insurmountable without working hardship on individual property owners.

Courageous men have tackled the job of planning for the future and have given up in discouragement. Two successive

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sessions of the legislature have stripped the commission of planning powers because of fear of the results, and today the only planning function which exists lies in the zoning powers.

It may be that the solution of the problem lies in the simple remedy, now available, of rezoning the area extending some five to seven miles north of the Boston Post Road and creating there super-zones, within the boundaries of which present large holdings cannot be divided into tracts of less than two, three or five acres. Such a plan sounds simple and practicable but it has not yet been tested, and when it has it may be wrecked on the same obstacles that have wrecked three other plans. But if it is wrecked something else will be tried because all are agreed upon the necessity of protecting the town against an invasion of cheap and undesirable developments.

One might talk or write indefinitely about the future of Greenwich; the projects yet to be done; the plans still unfulfilled. No matter how much Greenwich may grow there probably will always be projects uncompleted and plans still waiting to be carried into action.

One of the most obvious needs of the future, however, is harbor development. Greenwich is very much like the householder who owns a beautiful house, furnishes it in the finest style and then permits the front porch to be littered with rubbish. Greenwich has the beautiful house, attractively furnished, but its harbor represents a most unsightly front door. For twenty-five years there has been talk of harbor improvement, yet each plan that has been advanced has broken up upon one rock or another.

It is not the function of this book to urge a specific plan of harbor improvement. There is now in existence a committee charged with studying the whole matter and making recommendations. It is earnestly to be hoped that this committee will have the full support of the townspeople in the plan which they finally recommend. Certainly the Greenwich of the future will not be worthy of its ancestry if that duty is not fulfilled.

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One would be rash indeed if he were to attempt to forecast too definitely the future of Greenwich, or to point out too precisely the projects which are still nebulous but which are worthy and should some day be carried out. One can never know what new discovery of science will as completely transform our habits or ways of living as has the automobile in the last few decades. Improvements which now seem obvious may in a few years be no longer necessary, while a new set of problems, now unexpected, may arise to demand solution. Instead of providing wider roads and parking facilities for automobiles, for instance, we may in a few years be worrying about the location of airplane fields.

Greenwich will always need more schools. It may think that it has finally completed its school building program for all time, only to find that shifting centers of population have made schools in new locations mandatory. The continuing pressure on the High School must inevitably lead some day to the building of a second or even a third High School in other parts of the town or result in the adoption of a Junior High School system such as has been advocated by the Board of Education for several years. Whatever may happen in this direction Greenwich must keep abreast of educational development, and should not permit false ideas of economy to interfere with the proper education of its school children.

It is still too early to know what effect the opening of the Merritt Parkway will have upon the problem of traffic congestion along the Boston Post Road. It is certain, however, that as the back country develops the necessity for wider and straighter arteries to all of the stations in the town will be a pressing one. New streets and parkways will undoubtedly have to be built to accommodate this demand and present ones widened and straightened.

In Bruce Park and in Binney Park, both made possible through the generosity and vision of the men after whom they are

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named, Greenwich has two of the most beautiful parks of which any town could boast. Island Beach, the gift of another generous citizen, provides a wonderful place of recreation for the townspeople in the summer as does Byram Park, the only piece of shore property which the town of Greenwich owns. There is no question but what some day the town should have a shore front park, where those who live back of the shore line may go to find enjoyment near and on the water without fear of trespassing. It may be that this need will be met with the adoption of a harbor improvement plan. The future development of the town may also make necessary the location of one or more parks north of the Post Road.

A town as recreation-minded as is Greenwich, with its four private golf clubs, its two yacht clubs, its various field and tennis clubs and its other public and private facilities for enjoyment of sports should have a public golf course where those of its residents who enjoy the game but cannot afford membership in a private club may play. The demand for such a course has been growing steadily and must of necessity come some day, even though the present plan of building one with depression-born federal aid should fail to come to pass.

The school facilities of Greenwich are unrivalled, and in the Greenwich and Old Greenwich libraries and the Bruce Museum the town has three fine institutions that should have continued support. If Greenwich is to continue to be the home of people of culture and refinement these libraries might well be supplemented by a real art gallery, where the works of the many artists who now make their home in Greenwich and those who would inevitably be attracted here could be shown and where paintings and sculpture and other works of art from all parts of the world might be exhibited. Greenwich should have an art commission, with authority not only over the works to be admitted to such a gallery, but to pass upon the design of any

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public buildings erected in the town to keep them in harmony with the spirit of the town.

As the town grows facilities of government must be expanded, and the need for such mundane things as garbage incinerators, fire stations and town hall additions must be taken into consideration.

These are but suggestions of the possibilities. The list is not complete. Many more will come to the mind of every person who gives it any thought. But all of these things might come to pass and still have something lacking. A fine community needs something more than beautiful, tree-lined streets, comfortable homes and attractively designed public buildings. With them there must be a constantly increasing sense of civic responsibility and a fine community spirit.

Greenwich of the present is a community of which all who live in it may justly be proud. It is fortunate in its situation, its people and its resources. With vision on the part of its leaders, and loyalty on the part of its citizens, there is every reason why it should some day realize the goal set for it by Dr. Oliver Huckel upon his retirement after a long pastorate, of being the "brightest, best and most beautiful town in America."

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